# Australian MODEL RAILWAY Magazine

$2.20

FEBRUARY, 1985.

ISSUE 130. Vol.12. No.1

## IN THIS ISSUE:

64 Pages in Colour

SCENICS – Part 4
Bulk Scenery
Continued

PETRIE

KITBASHING
an
N.S.W.R. N67

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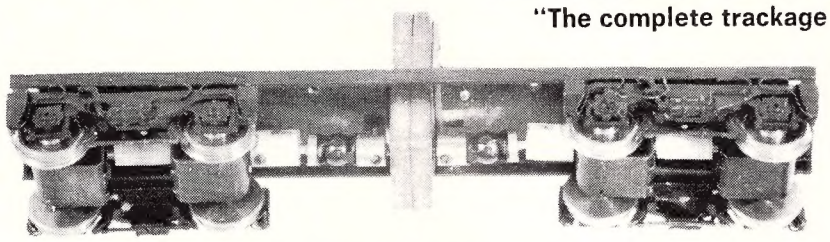

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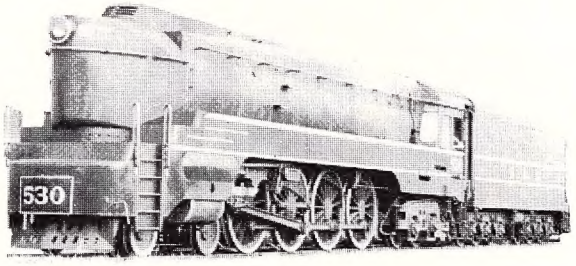


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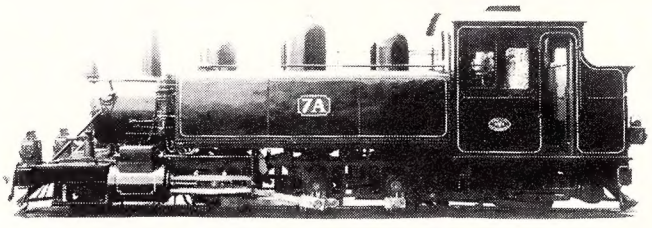


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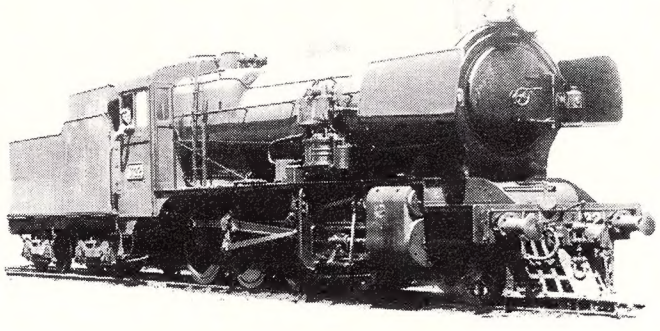

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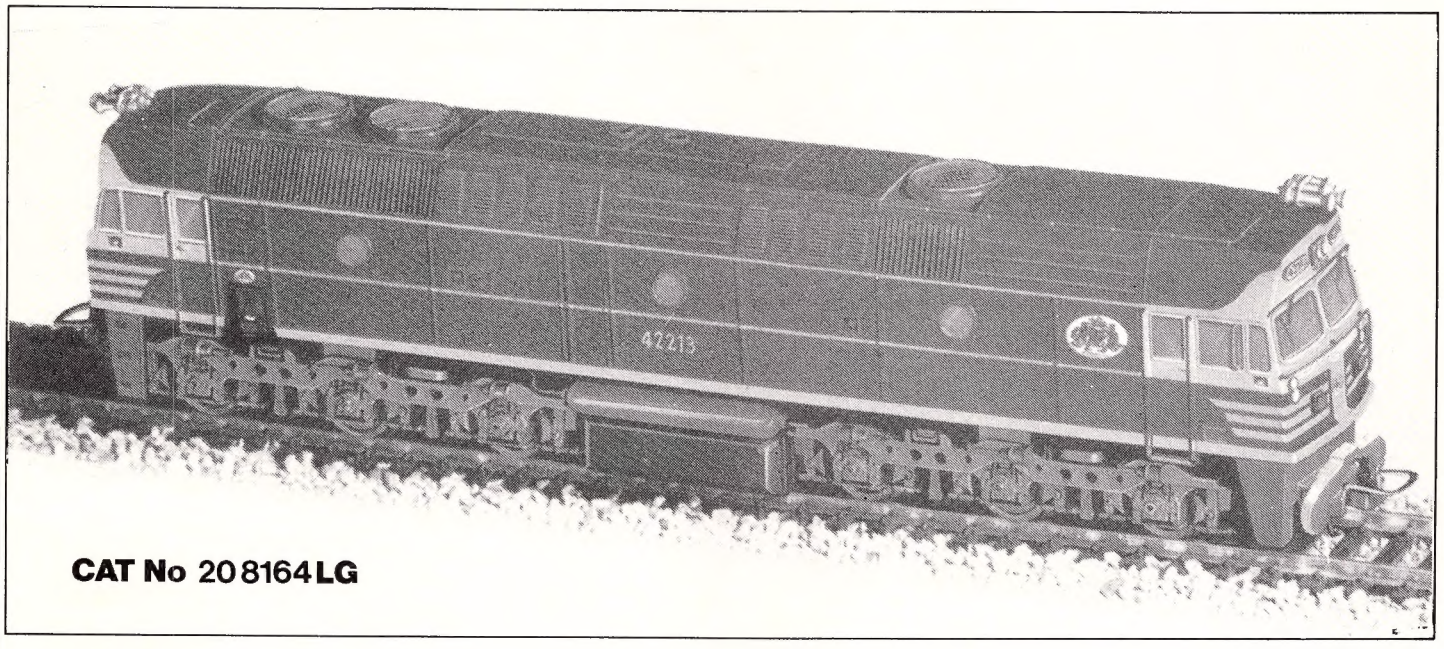

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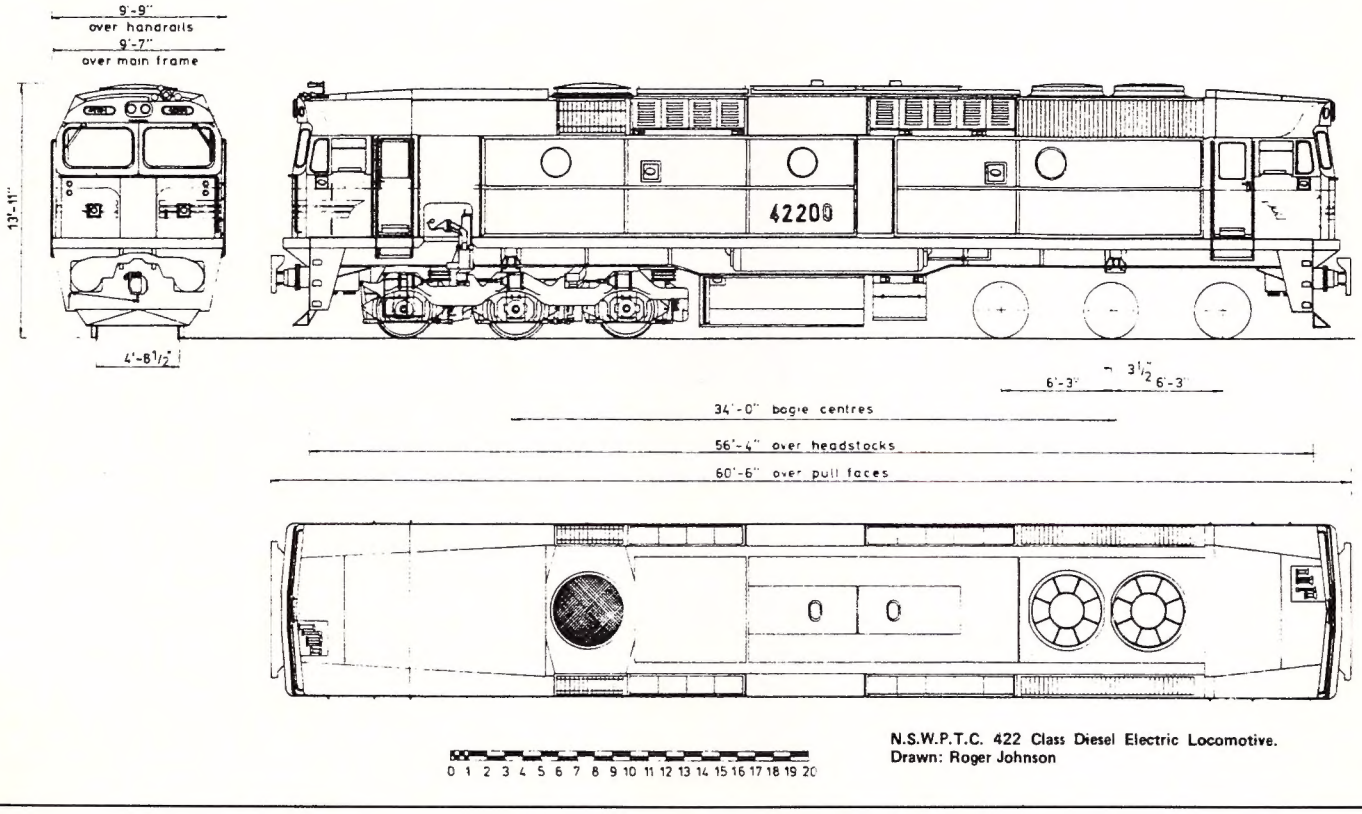
# 422 CLASS DIESEL ELECTRIC LOCOMOTIVE

## *Available March/April 1985*




N.S.W.P.T.C. 422 Class Diesel Electric Locomotive.
Drawn: Roger Johnson

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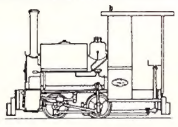

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VR 'F' Class - available soon - $295.00 (deposit is $100.00)

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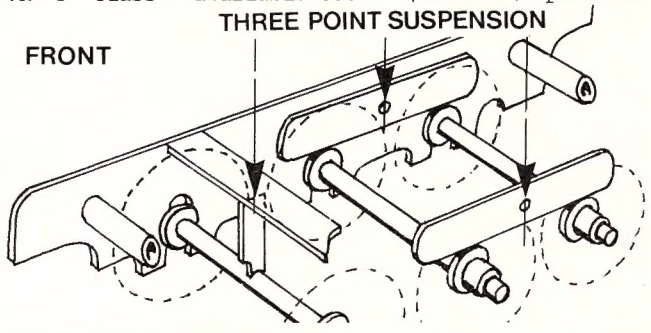


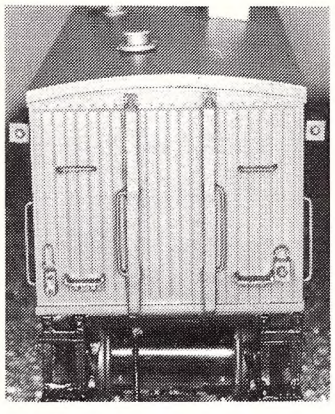

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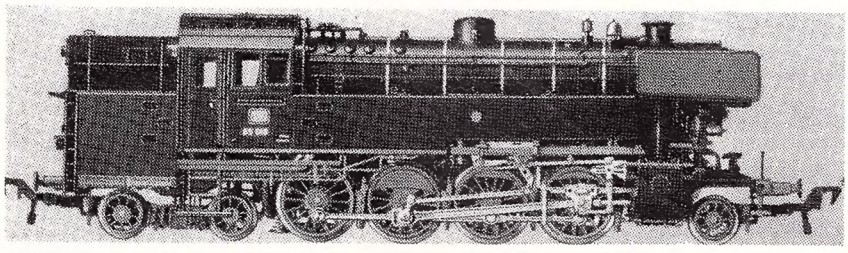

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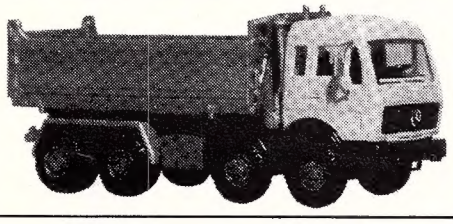

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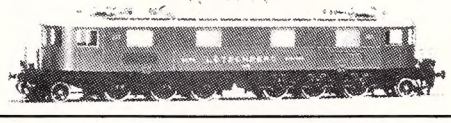

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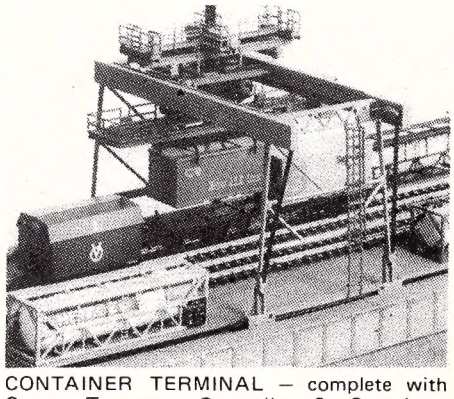

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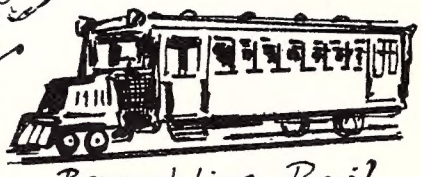

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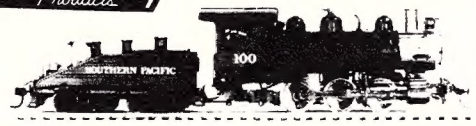


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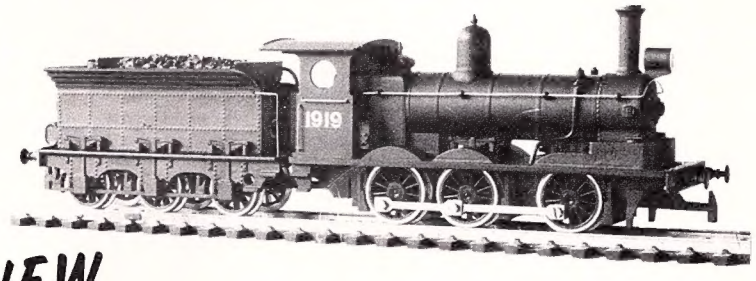


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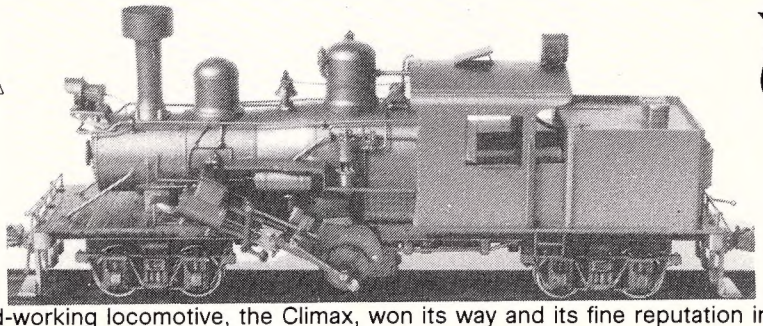

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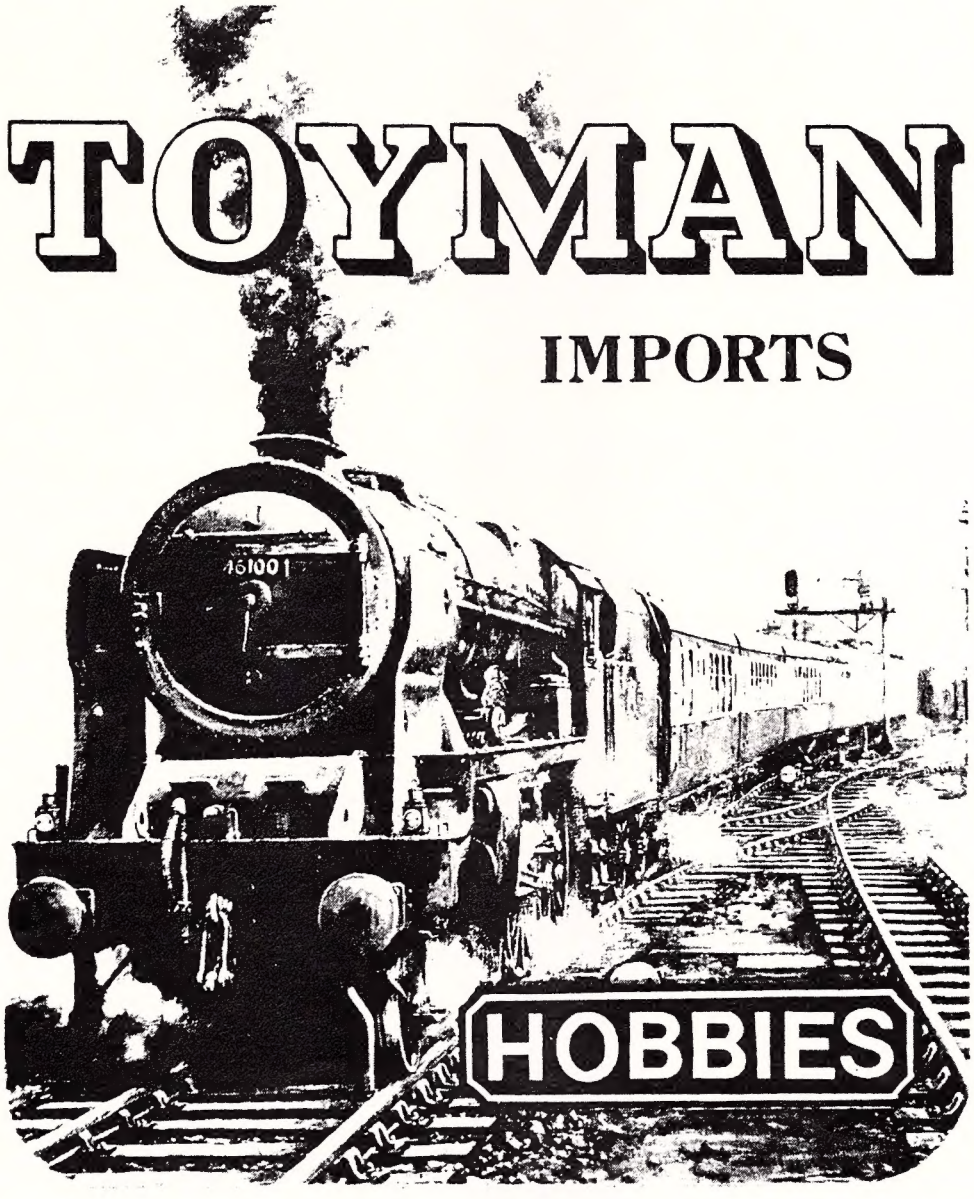


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## ADVERTISERS INDEX


| | |
|---|---|
| AMRM — Back Issues | 4 |
| Australian Locomotive Co | 2 |
| Australian Model Craft | |
| Roundhouse, Sentinel | 7 |
| Peco | 64 |
| Bergs of Parramatta | 57 |
| Bill Webb | 5, 59 |
| Box Car Hobbies | 58 |
| Broad Gauge Bodies | 50 |
| Broad Gauge Models | 53 |
| Casula Hobbies | 60, 61 |
| Corrimal Model Centre | 52 |
| Duckett, P.W. | 8 |
| Exhibition | |
| Melbourne | 56 |
| Drummoyne | 50 |
| Tamworth | 58 |
| Chatswood | 59 |
| F & G Models | 50 |
| Finescale Models | 50 |
| Hobby Shop Directory | 62 |
| Import Hobbies | 52 |
| J & J Hobbies | 8 |
| Jordal Hobbies | 48 |
| Junction Hobbies | 58 |
| Keith Hudson's Modeller's World | 56 |
| LGB | 50 |
| Locomotive Workshop | 2,58 |
| Mansfield Hobbies | 8 |
| Market Place | 62 |
| Mini Models | 55 |
| PJP Productions | 59 |
| Preston Hobby Modelle | 56 |
| Punchbowl Hobby Centre | 54 |
| Red Heart Souvenirs | 49 |
| Roco | 51 |
| Southern Models — Lima | 3 |
| St George Hobbies | 6 |
| Tempest Electronics | 54 |
| Toyman Imports | 9 |
| Train World | 6, 50 |
| Traintasia | 56 |
| Tyren Distributors | 4 |
| Woodpecker Model Railways | 56, 58 |


## DIARY

### EXHIBITIONS

**GEELONG — Victoria.** January 25 — 28, 1985 at the Waterside Workers Hall, Eastern Beach, Geelong. Open 6pm-9pm (Fri), 10am-9pm (Sat), 10am-6pm (Sun), 10am- 5pm (Mon). Admission $1.50/.50c Family $4. organised by the Corio Model Railway Club.

**DRUMMOYNE — New South Wales.** January 26 — 28, 1985 at Birkenhead Point Shopping Complex, Victoria Road, Drummoyne. Open 9.30am-6pm (Sat), 10am-6pm (Sun), 10am-5.30pm (Mon). Admission $1.50/60c/$4. Organised by the Epping Branch of the Southern Cross Model Railway Association.

**TAMWORTH — New South Wales.** March 2 and 3, 1985 at Tamworth Town Hall. Admission $2.50/$1/$5.

**MELBOURNE — Victoria.** March 8 — 11, 1985 at Camberwell Civic Centre. Open 10am-10pm (Fri, Sat), 10am-7pm (Sun, Mon). Admission $3/$1. Organised by the Australian Model Railway Association, Victorian Branch.

**QUEENSLAND — Bowen Hills.** May 4 — 6, 1985 at the Horticulture Pavilion, R.N.A. Grounds, Bowen Hills. Admission $1.50/50c. Organised by the Queensland Branch of the Australian Model Railway Association.

### OPEN DAY

**N.S.W. — Colyton.** Prospect Model Railway Club are holding their annual open day at their clubrooms at the Old Jam Factory, Roper Road, Colyton on Saturday 26th January, 1985 12 noon — 6pm.

### A.M.R.A. REUNION

In conjunction with the 1985 Exhibition at the Camberwell Civic Centre the Victorian Branch of A.M.R.A. is holding a reunion for interstate, country and former members. The reunion will be on Sunday 10th March 185 from 2pm to 4pm, just make yourself known at the A.M.R.A. Information Stand at the Exhibition.

## SOUTHERN CROSS MODEL RAILWAY ASSOCIATION

**Secretary:** Trevor Moore. **Membership Enquiries:** P.O. Box 317, EPPING, NSW 2121.

The Annual Membership Fee for SCMRA is $15.00 from March to February and the Joining Fee is $12.00. Applications must be received by the first of the odd month to meet our mailing list deadlines. For applications received between the 2nd September and the 2nd January the Annual Fee is $7.50 plus the $12.00 Joining Fee (does not include October AMRM).

Membership entitles you to participate in the activities of the Association, to receive AMRM and our regular newsheet Booster. Standards, Recommended Practices and Information Sheets covering model railway practice are included in the joining kit together with a vinyl ring binder and are also issued at regular intervals.

For further details write to the Secretary or contact the divisional representative.

Meetings are usually organised on the second Saturday of each month in New South Wales, Victoria and Queensland. For further details and location please contact the divisional representative.

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**Victoria**
Ian Pearson,
8 Arthur Street,
Surrey Hills. 3127.
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### MEETINGS

**New South Wales**
February 16 — Clinic on building an Electronic Throttle at Ramsgate.
March 9 — Running Session at Epping.
April 13 — Running Session at Moorebank.

**Victoria**
February 16 — Excursion to photograph trains at Newport.
March 9 — Camera/Train spotting trip.
May 11 — Running Session at East Melbourne.

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Australian
Model Railway Magazine

## COMMENT

### WHAT ABOUT THE YOUNGSTERS?

Well, Christmas 1984 is over. No doubt we are all recovering from the event. Christmas was always the period of recruitment for the model railway hobby. But is it today?

Having three children of my own, we were faced with the problem of what to get the boys for Christmas and as is usual at this time of year politely asked what they wanted from Santa. The reply from two was quite explicitly 'An XPT train set'. Now with all the trains in this house one would not have expected this answer at all. Sure one could be tempted to puff one's chest out and be proud of the fact that some of his offspring were interested in trains, but I have been around this hobby too long to accept this at first hand.

The first question to come to mind is why ask for a train set when dad has numerous models in the house. Models from bright shiny brass ones to simple plastic ones. So why would they want something that is already available, and within easy reach. Maybe the question can be answered when one considers that my modelling period cuts off at 1980. Basically all my models are either drab black or drabber Indian red and chrome. There is not one bright modern model visible, and the boys asked for a very bright XPT set.

It would appear that the youth of today may be stunned by the might of a steam engine, but their eyes are besotted by the brightness of the modern corporate image colour schemes and just dazzled by the speed of the modern trains. The speed condition is just an aspect of the youth of today, but the desire to want a modern image train is, for our hobby does not cater for this element at all.

Consider what is available, in Australian Outline on the market today. There is of course the (HST) repainted OO scale XPT set, which has been seen in almost every toy department. Then there is the freight set of a GM class and a few drably coloured vehicles. There is now also a NSWR 48 class set, but again this cannot be considered colourful in a modern sense and shortly we expect to see the 422 class in a set, but once again it is to be presented in the drab 1960 style livery. There is in fact nothing available in modern livery.

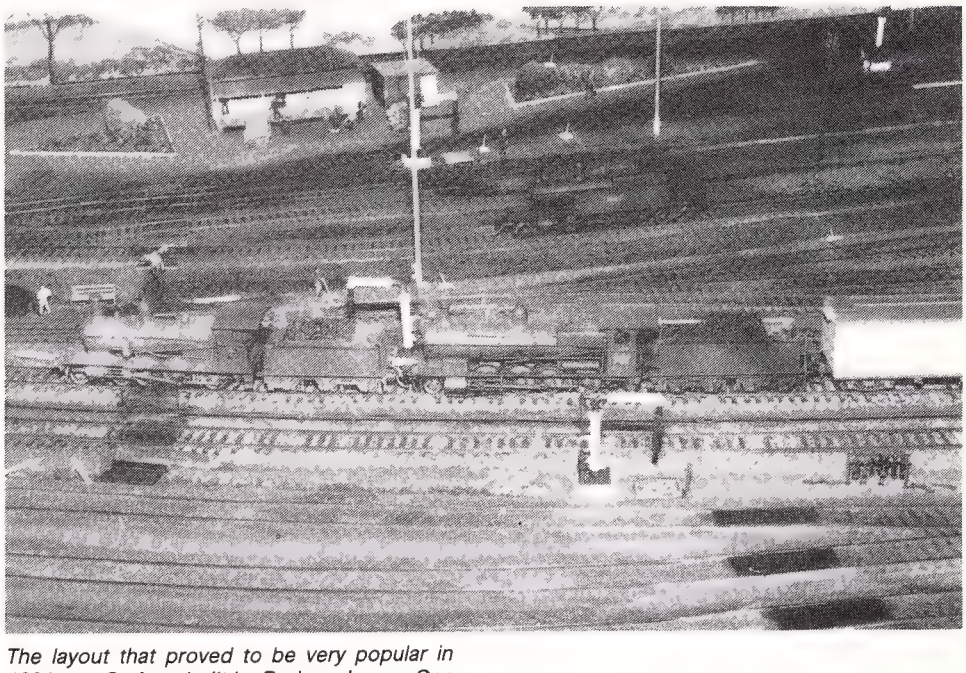
My boys are no different to any other kids these days. The desire of youth to want to see modern trains is constantly being illustrated at exhibitions. When the XPT is run round the layout, the children instantly recognise it. In Melbourne, when the AMRA layout is utilised with the ultra modern diesels, the admiring oldies are joined by the youngsters who instantly recognise each class of modern image diesel.

The essence of these ramblings is to point out, as clearly as possible, that we, already entrenched in the hobby, appear to be doing little to foster the youth into the hobby. In Sydney there is only one organisation that openly encourages youth. Except for the XPT, not one manufacturer provides for youth at all. To ensure the strengthening of our ranks, we must encourage our manufacturers to build modern image models, and we in turn must support these models, even if we have to repaint them to represent the drab periods we seem to enjoy. The purists may not like candy stripes or orange and grey, but obviously the youth does. If they are to join our ranks surely we can make a sacrifice or two.

*Bob Gallagher.*

## CONTENTS


| | | |
|---|---|---|
| PAGE TWELVE – Vulcan Vale | | 12 |
| PETRIE | Max Chaseling | 13 |
| COMPUTER CONTROL | Ray Wurlod | 17 |
| MAILBAG | | 18 |
| LOOKING FOR NEW IDEAS | | |
| What If The Engine Fails | Phil Curnow | 19 |
| SCENIC ROUTE | | 20 |
| MODELLING PROJECT | | |
| Kitbash an N67 | Ben Hafry | 22 |
| Prototype Notes – NSWGR N67 | Bob Gallagher | 24 |
| ONE MAN'S WAY | | |
| SCENICS 4 – Bulk Scenery | John Burgoyne | 25 |
| CONFESSIONS OF A CLOSET RAILROADER | P. McKinnon | 31 |
| ESSO FUEL DEPOT | Peter Kelly | 31 |
| PROTOTYPE PLAN | | |
| The OW Group of Wagons of S.A.R. | Phil Curnow | 32 |
| AMRM NEWS | | 37 |
| MINI CONVENTION – Rockdale 1984 | Ron Cunningham | 38 |
| CLIFFORD QUARRIES Pty. Ltd. – Corrigendum | Brian Daly | 40 |
| WAGON LIVERY – TLX | Gary Kahler | 41 |
| REVIEWS | | 41 |
| KITBASHING THE FYBREN VLX | | |
| Victorian Railways Louvre Van U961 | P.T.Ennis | 43 |
| PREVIEWS | | 45 |

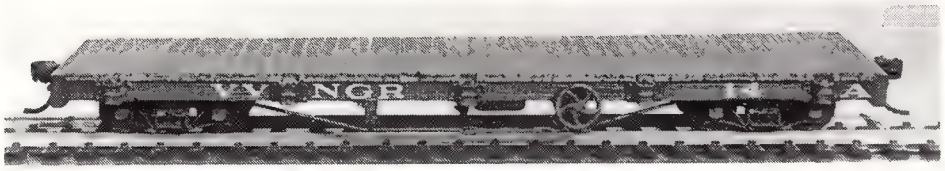



*The layout that proved to be very popular in 1984 was Crafton, built by Rodney James. One of the features of the layout was the fine detail and another was the strong emphasis on steam operation. This photograph, supplied by Alan Templeman illustrates both these points.*

### ON THE COVER

*Narrow Gauge generally means small trains over mountainous terrain, but not in Queensland where the 3'6" gauge railway is used to transport the black diamond in great tonnages over a vast distance. Bob Richardson photographed one such trip in December 1981 when 2458 and 2407 were the motive power at Mount Larcom.*

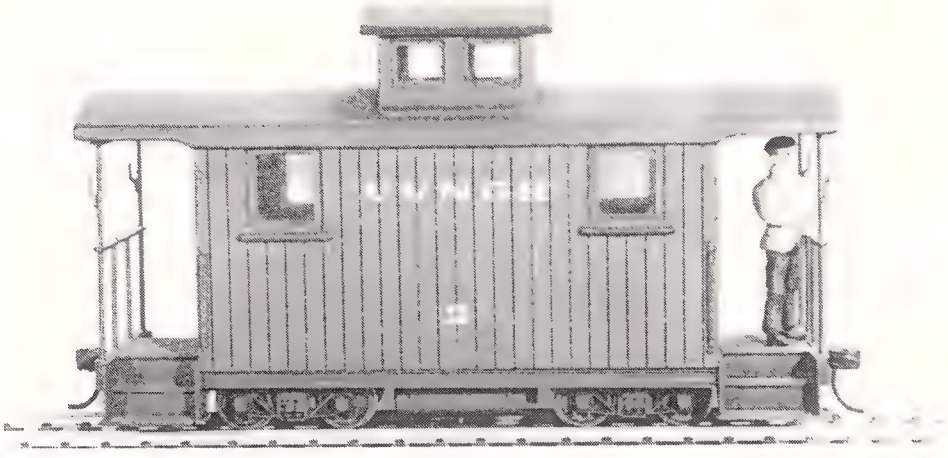
# PAGE TWELVE



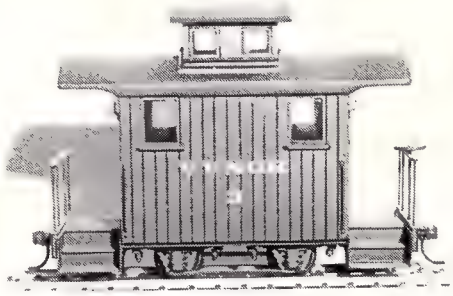

*VVNGR 14 is one of a series of flat wagons built from a South African 2'0" gauge design. These 25'0" long vehicles were built from hand cut spruce and marine ply 1mm thick under mass production techniques in 1957. They were hand painted with home made 'red oxide'. Initially fitted with chopper couplers, they now carry the knuckle type.*

**PAGE TWELVE** this issue features rolling stock from the Vulcan Vale Narrow Gauge Railway Company. The company operates the 2'6" line over mountainous country, east of Melbourne, the time period being early 1900s and they quite openly pirate vehicle design from other railway companies. The vehicles have been built by Rick Richardson, to a scale of ¼" to the foot, and run on 16.5mm track. The Vulcan Vale, and Rick Richardson will feature in a series of articles due to commence in the next issue of the Australian MODEL RAILWAY Magazine.

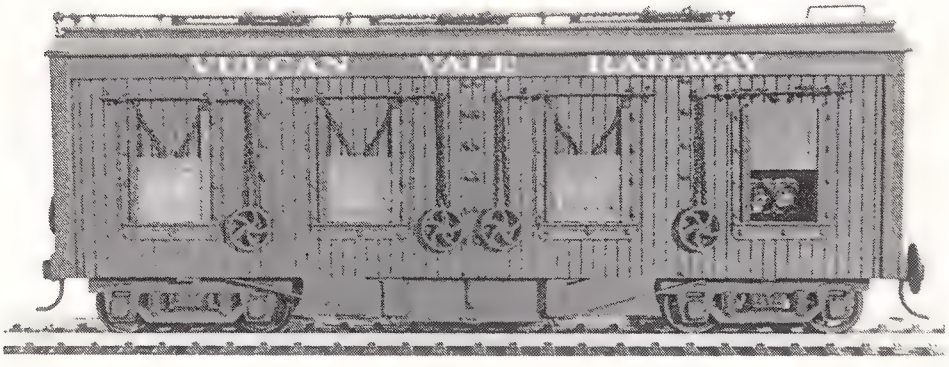
*Photographs by Bob Gallagher and Graham Ball.*



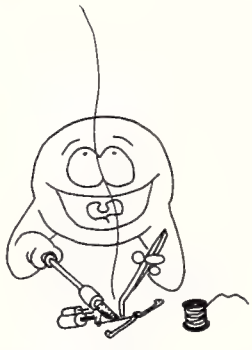

*Designed by the VVNGR workshop, guards van No. 2 was built in 1978 from spruce and nickel silver. This was one of the first vehicles built after a twenty year layoff.*



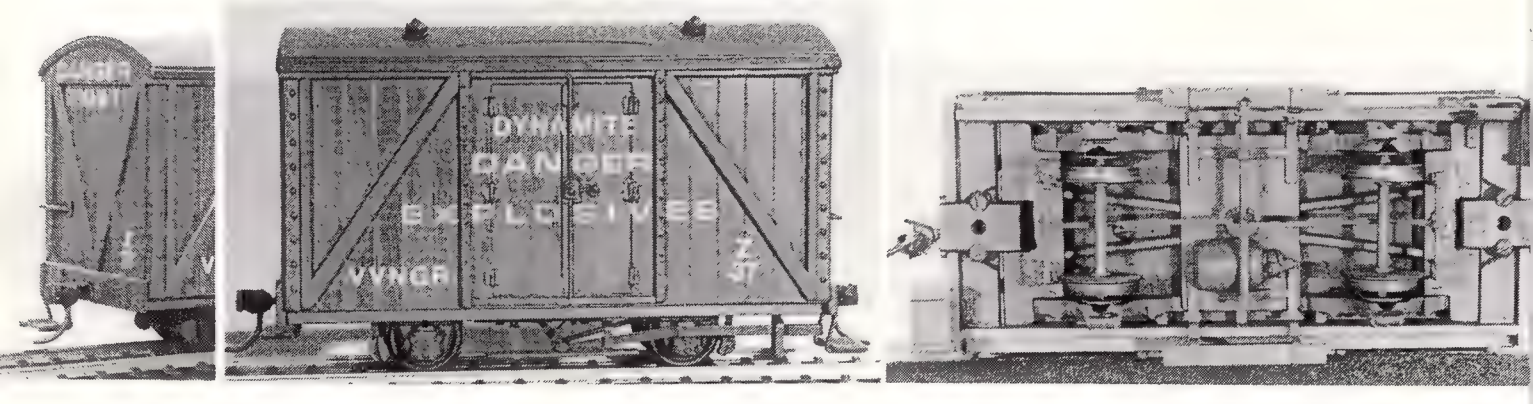

*VVNGR 3 was based on a Japanese 30" Kiso narrow gauge design and built from spruce sheet and nickle silver. Axleguards and couplers were the only bought-in components.*



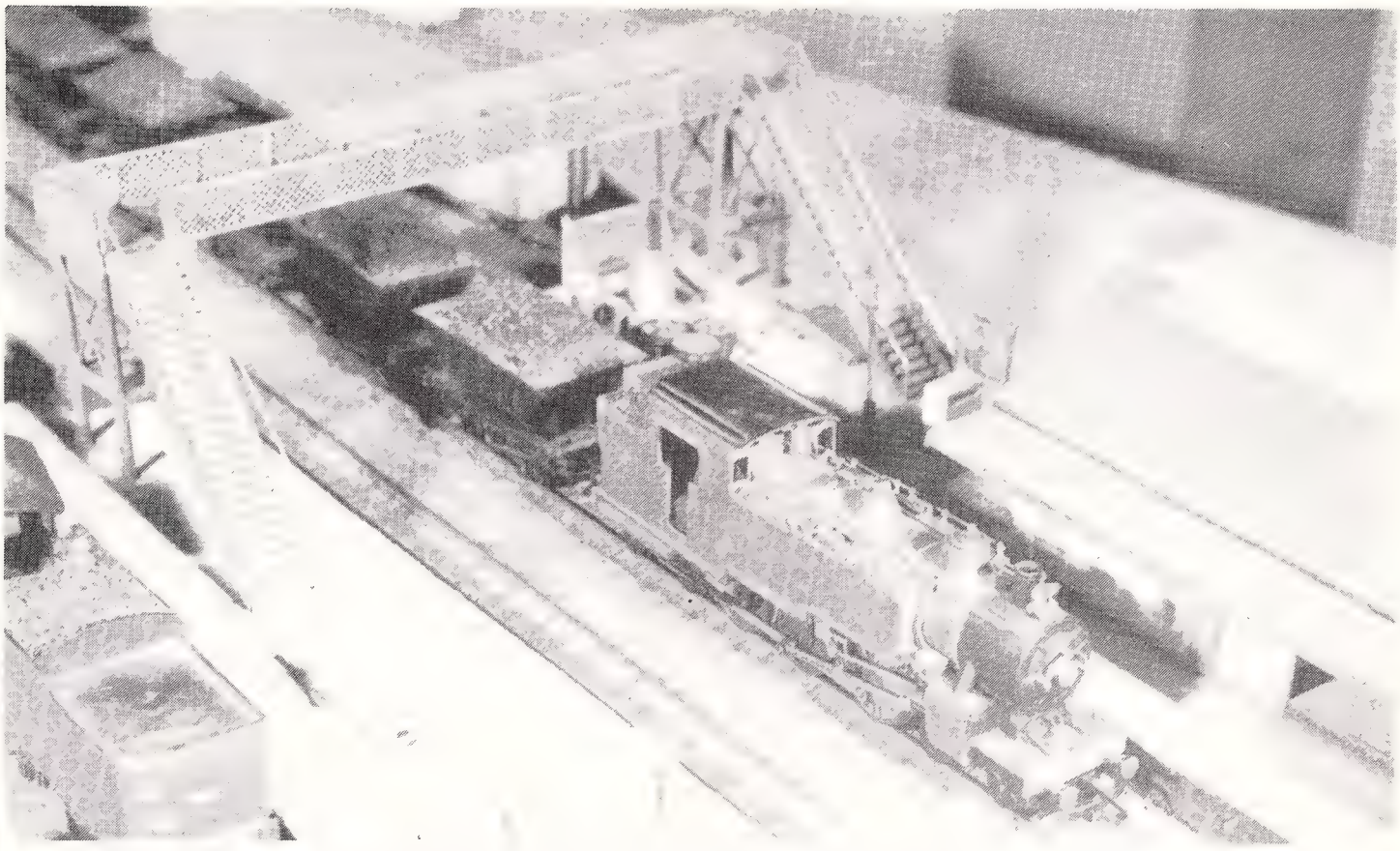

*Another VVNGR workshop designed vehicle built from Northeastern timber, the craftsman in this instance being Grant Richardson. This vehicle performs a very important function on the Vulcan Vale, for it is used to monitor train speed. The size of the vehicle is a requirement of the early 1900 electronics, for in this day and age it could all be packed into an O scale reefer. A liquid crystal digital readout of actual scale speed in m.p.h. is visible through open hatches on each side of the car.*



***"Oh de crossbar connected to de slide bar,***
***De slide bar connected to de cylinder,***
***De cylinder connected to de steam chest,***
***Now hear de work ob de lawd!"***




*Z 37 is based on a British slate railway design that was very successful — it blew up in 1900. Details for the design were gleaned from photographs of the remains. Fabricated from spruce sheet, nickel silver and brass in 1957. It was painted with BALM auto duco, the colours being scarlet on the body, tar on the roof, while the undercarriage was red oxide. The 'Danger' and 'Explosives' lettering is bright yellow, the remainder being white. These three photographs illustrate the attention Rick gives to detailing a model.*



*1051, a DD17 class 4-6-4 tank locomotive arriving at Petrie with Ipswich coal.*

# PETRIE

## by Max Chaseling

Some time ago my son Wayne requested help to build a model railway. After a long discussion and deliberation period he decided on HOn3½ to model the Queensland scene of nine inches to the foot. He simultaneously assumed ownership of a collection of kitbashed Triang and other pseudo- Queensland models.

Further discussions involving available space, operations and scenery resulted in a continuous layout using Petrie Station and a fiddle yard.

This may be seen to be 50 cents each way, but it permits a youngster continuous running, terminating trains and/or extensive shunting operations with authentic scenery.

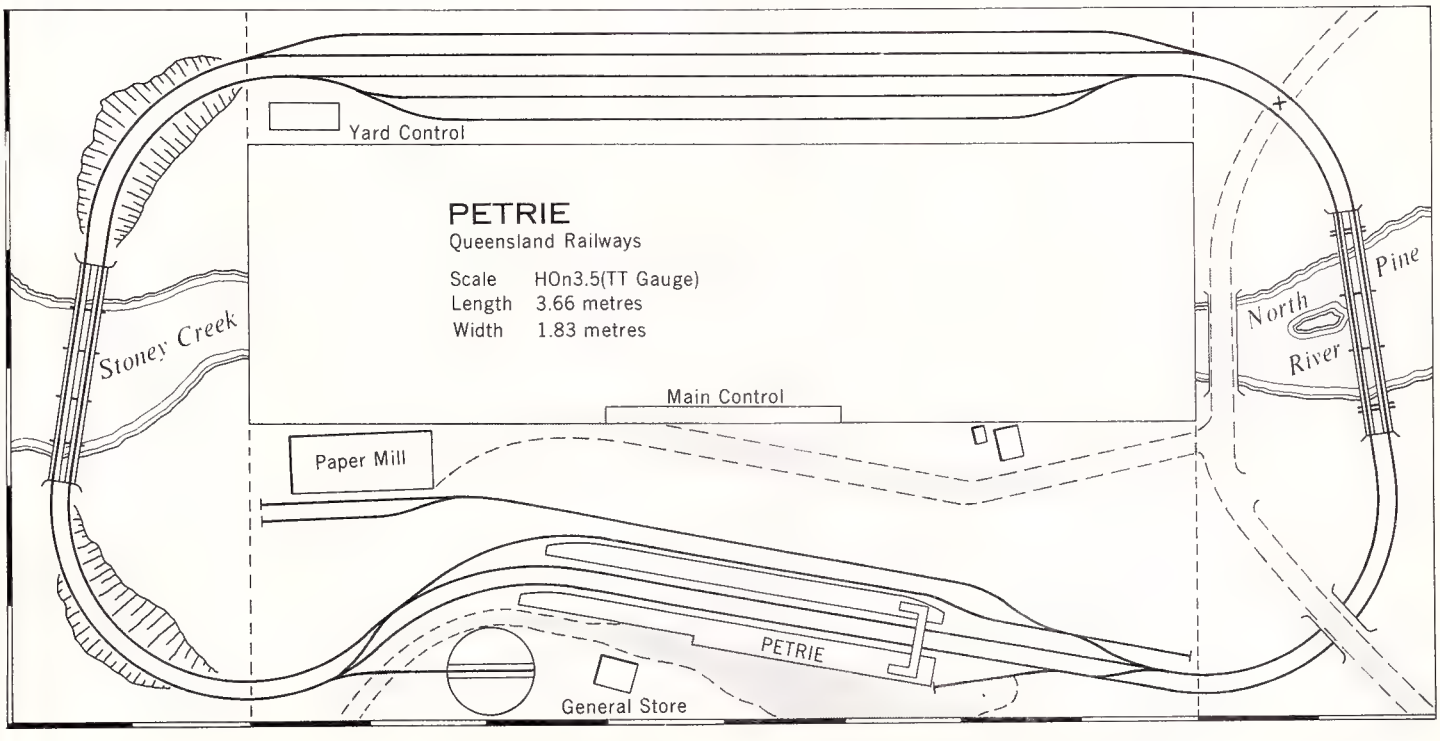
It was also decided to build in sections for portability to shows etc., to permit sectional rebuilds and ultimate expansion if required. These sections became two self supporting ends with front and rear bridging pieces.

The self supporting ends are 6' x 2' with folding legs. Bolted between is an 8' x 2'6" front section and an 8' x 14" rear section. A centre leg is bolted to these to increase stability.

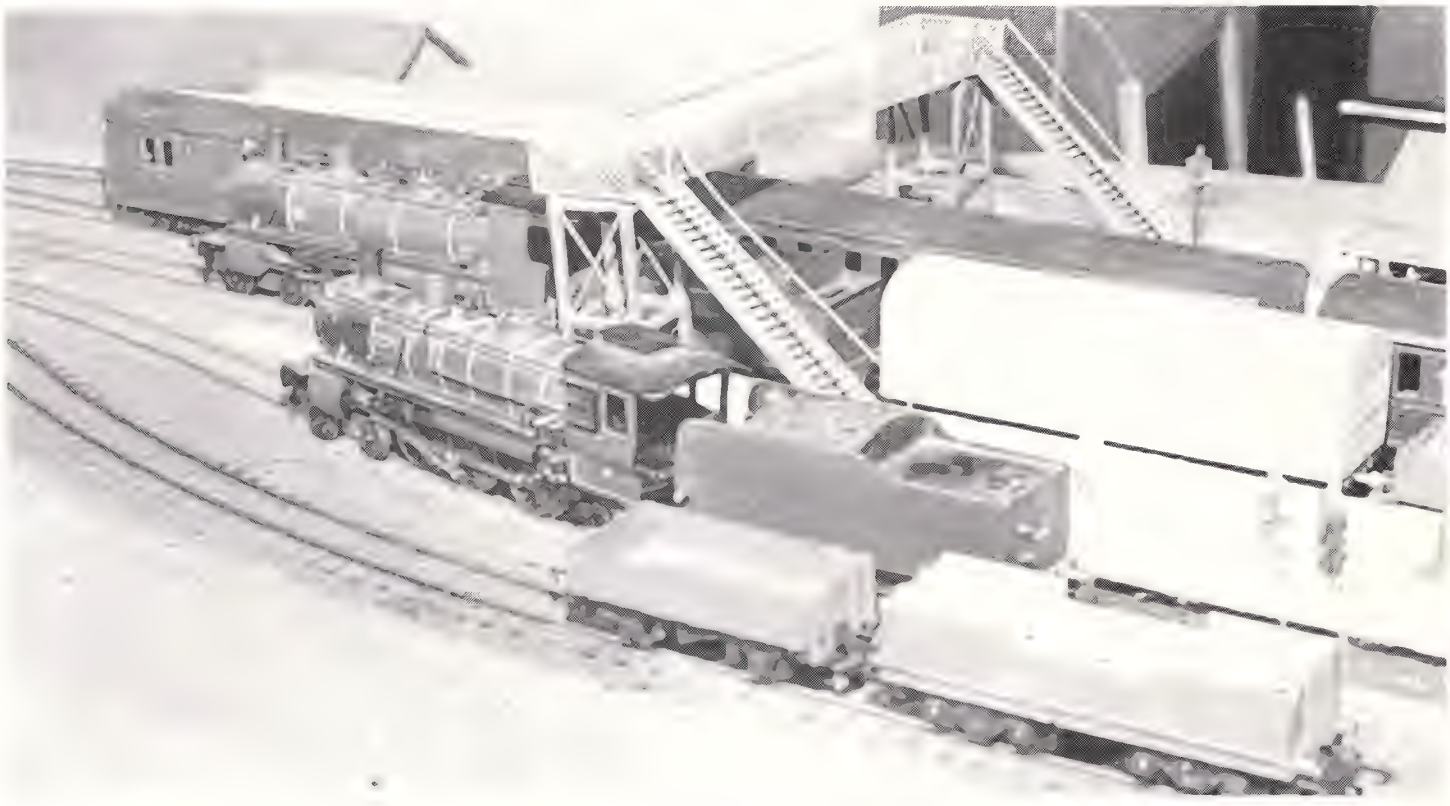
Originally the sections were bolted together with machined bolts in snug fitting holes drilled in the timber frame. The resulting movement was accommodated by insert track pieces, 6" to 8" long fishplated across frame joints.

This has problems of reliability, loss of fishplates and a tendency towards bolt jamming.

The new arrangement will use tight fitting steel bushes in the timber frame with no more than ten thou. clearance on machined bolts. Rail will be soldered to printed circuit board pieces screwed and epoxied to the permanent



*DD17 1051 on the paper mill workings, hauls a load of Ipswich coal over the North Pine River Bridge.*



*BB18¼ 1074 awaiting gang to re-rail front bogie while in the background B18¼ 771 has just arrived from Gympie with a mixed goods.*

*The 3pm Roma Street passenger awaits at Petrie for the arrival of the local bus.*

way at board joints. After soldering, the rail is cut at the board joint and ballasted to give a secure joint.

This system was developed on the club layout recently and is highly successful providing quick assembly with accurate joints.

From the diagram, you will observe that some corners have been trimmed from the Petrie layout to fit it into the available space. The reduced yard length eliminated one set of crossovers because it was too short for a passing loop, and the paper mill branch was simplified for lack of space.

The double track mainline provides easy continuous running if desired and Caboose Hobbies sprung point levers ensure easy operation by youngsters. These provide reliable function and simplify installation. All track shown was installed in the initial construction but the turntable was made non-operating, to be developed at a later date.

*A photographer's dream, a cross on the North Pine Bridge. 1074 of the BB18¼ class and 771 of the B18¼ class are the photographic subject.*

*The load of coal for the paper mill is heavier than usual, so 444 of the PB15 class has been rostered for the task. 444 was still struggling with the load when photographed on Stoney Creek trestle.*

All decisions were achieved as the result of discussion between the owner and the construction engineer. After a site visit, it was decided to build a typical trestle bridge on the end north of Petrie and a copy of the North Pine River bridge south of Petrie. The fiddle yard, initially an expedient to hold made-up trains, could eventually be rebuilt to Central or Roma Street as both had goods and passenger facilities.

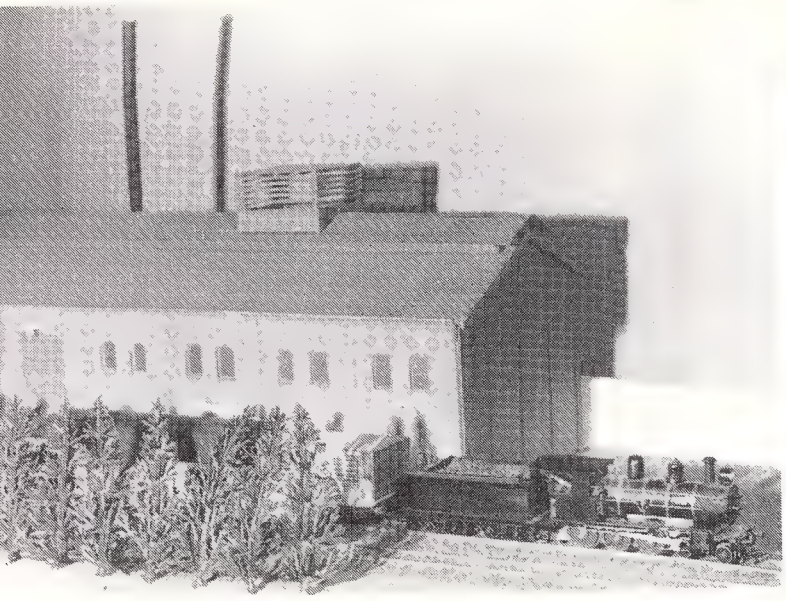
Gem TT track and points have been used for all track but there are some operating faults probably due to a variety of wheel standards. This will have to be rectified before the manager decides on timetable and extensive shunting operations.

Motive power consists of a PB15, DD17, B18¼ and BB18¼, all steam locos. Two diesels are in the building shops: a 1200 class and a 1150. The drawing office is working on plans for a three car 1800 class rail car and an AEC rail car waits for a suitable power plant.

*Text continued on page 40.*

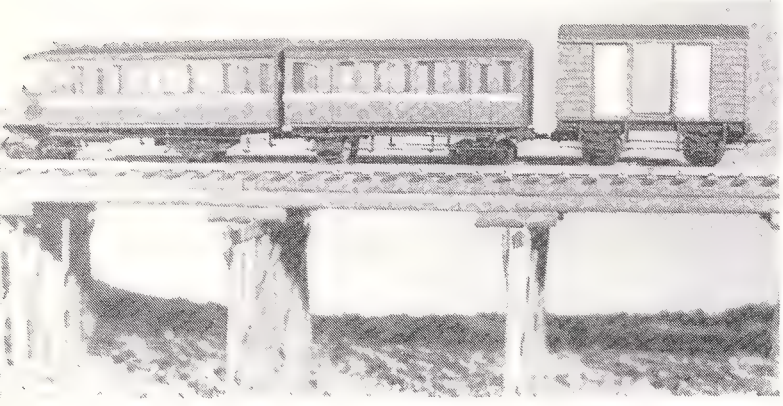
*More photographs over page.*

*Rail motor RM45, commonly known as 'The Kilcoy Rattler', and cream van awaits idly on the turntable for replacement parts for its transmission.*



*Petrie Paper Mill, the industrial centre of Petrie. The bend in the smoke stack indicates the wind direction and velocity.*

*The general store is hidden behind a plastic forest.*

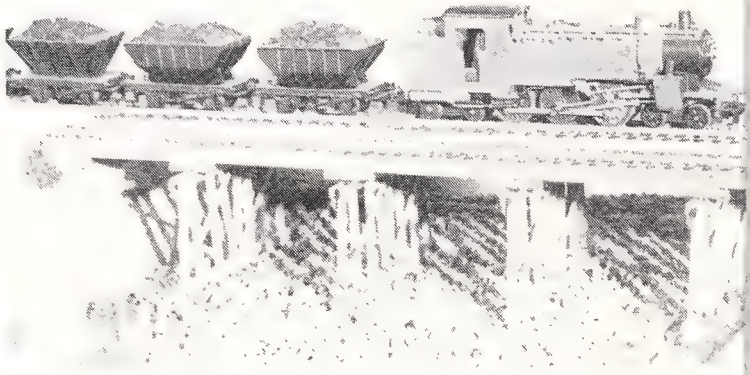


*At last those long awaited parts have arrived and the 'Kilcoy Rattler' is up and running, in this scene over Stoney Creek bridge.*

*Stony Creek trestle is the venue for many rail photographers at Petrie and here 1074 of the BB18¼ class is seen at the head of the suburban passenger.*

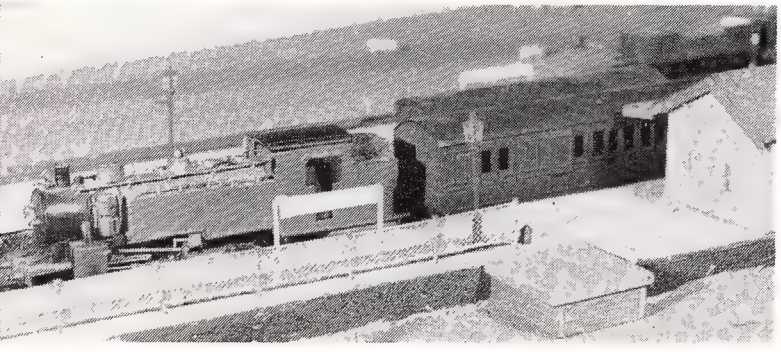
## Action at Petrie

*The manager of the paper mill is a very important person in Petrie, and the style of his residence reflects this importance (He is the only one with a house — Editor). It is rumoured that he collects rain water for his home brew.*

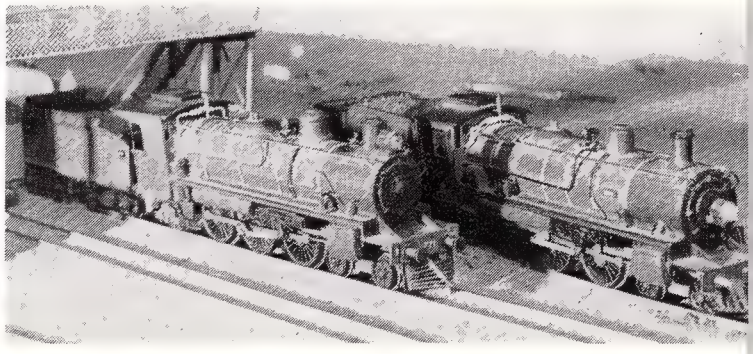


*Another view of Stoney Creek trestle, this time with the Paper Mill bound coalie, hauled by the DD17.*

*Photographs by Graham Ball.*



*Suburban passenger terminating at Petrie.*



*Sisters at Petrie — B 771 and BB18¼ 1074 basking in the afternoon sun.*

# COMPUTER CONTROL

## by Ray Wurlod

Over the past couple of years a system has been under development which will eventually permit a totally automatic layout incorporating multiple cab operation, signalling and safe-working. Alternatively, it will allow traditional control panel operation but will override any errors committed by the operator. The system at its current state of development was demonstrated to a recent meeting of SCMRA, Eastern Division. As it stands at present, the system is geared to manual operation using two cabs and incorporates a moderate degree of 'idiot-proofing.

A Motorola 6800 microprocessor forms the heart of this system but there is no reason why any other microprocessor, or even one of the so-called personal computers now on the market, could not be used for a similar function. This article is not going to go into complexities of the electronics or programming involved, although if there is sufficient interest later articles may do so. Here the system will be described in terms basically of 'black boxes' and the way they go together.

The most radical difference between this system and a conventional layout is that here the control panel has no direct connection to the layout — in fact it operates on a different voltage!

Referring to Fig.1, you will see that there is a connection between the control panel and the computer and another between the computer and the layout. The control panel operates on 5V DC, for reasons to do with the electronics in the computer which also operate on 5V DC, and the layout operates on the traditional 12V DC. Separate power supplies are used, the 5V supply powering both the control panel and the computer.

Anyone who has built or used a layout with a control panel will know that the control panel usually has switches for each component of the layout, be it a track block, a point motor or whatever. These are usually arranged, sometimes with indicator lamps as well, on a diagram of the layout. So it is with this system, except that panel wiring is much simpler, requiring only one wire to each switch etc. on the panel, plus a common return wire. Even fewer wires than this are needed in practice, due to a technique called multiplexing where, for example, five wires (plus one common return) can be used for as many as 31 switches. This is the basis also for 'route selecting' systems.

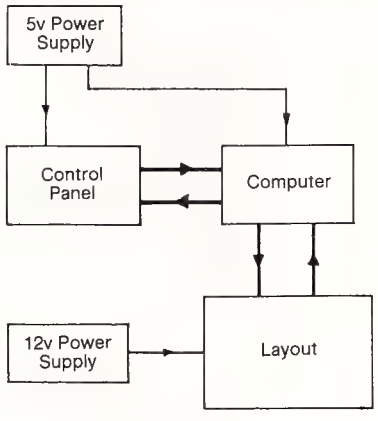
What is important in this system is that every component on the control panel is uniquely identified so that when the program instructs the computer to, say, examine the status of some component, we can be sure that only the correct component is being examined. Similarly, every corresponding part of the layout needs to be uniquely identified.

**How Does It Work?**

The computer has, stored in its memory, a representation (or picture) of the state of the layout at any given time. This picture needs to be put into the computer at switch-on, which can be achieved either by loading it from tape or other storage device, or having a program which starts by actually 'looking at' the layout. The latter approach avoids the problem of making sure that the state of the layout is just the same as the computer's picture of it.

Once there is a valid representation of the layout in memory, the main part of the program is set to work. This involves examining the status of every component on the control panel and comparing this with the status of the relevant part of the layout (as pictured in memory). Then, if they differ, the layout and the memory are changed so as to match the status of the control. The procedure of checking every component is carried out ten times every second, but this timing allows plenty of room to expand later on. To check a single component takes about six millionths of a second.

The checks that are carried out vary with what is being checked; some are simple, such as checking which way a point is meant to be set, or to which controller a given track block is meant to be connected and some are more complex. For example, if the computer finds that the reversing switch has been switched, but the throttle and brake settings have not been changed, then it executes a sub-program which gradually slows the train to a halt and gradually accelerates it away in the opposite direction. Meanwhile, of course, the other checking goes on.




**1. General Organisation of the System.**

Throttle and brake settings are examined using analogue-to-digital techniques, and the computer is directly connected to the bias circuits of otherwise fairly conventional transistor throttle units.

A few obvious safe-working features are now incorporated, such as when a point control is operated, the computer will not change the point unless it is safe to do so. The indicator lights on the control panel tell the operator what is happening; if an attempt has been made to institute some unsafe operation, the relevant indicator lamp will flash on and off to tell the operator that the desired operation is unsafe and has not been carried out.

**Some Brief Technical Details**

The system is based around the Motorola 6800 microprocessor evaluation kit. Since the owner has access to a suitable assembler, the programs to date have been developed in assembly language rather than machine language. Until they perform satisfactorily, programs are kept on a tape cassette, but once they are running properly, and again because the owner has access to the special equipment necessary, they are stored in UV EPROM (ultra-violet-erasable, programmable, read-only- memory).

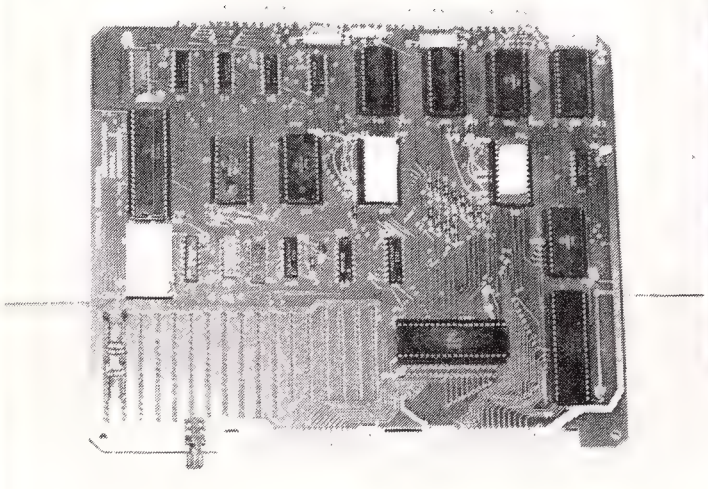
The layout uses Peco Streamline track with Shinohara points operated by PMG type relays (as described in an earlier issue of AMRM). It is approximately 4 metres square, with the operator consoles in the centre. Two shunting yards are available, with a third under construction. The continuous run is double track twice around the entire square, yielding a free run of about 30 metres on each track, with gradients as steep as 1 in 40 included.

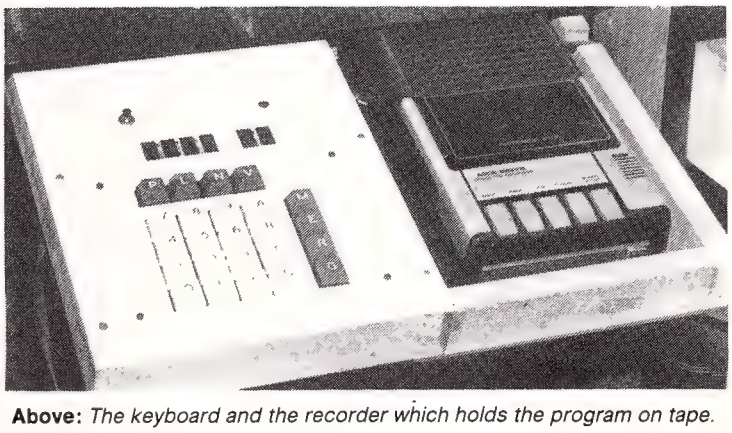
**The Future**

Plans for the future include getting more scenery on the layout and developing programs for automatic control, signalling and track detection circuitry (loosely based on the Twin-T system). At the SCMRA meeting the remark was made, "... but it doesn't let you know if a derailment has occurred!" The reply to that is that neither does the prototype let its operators know!

**What is a Computer?**

A computer, no matter how small or large, comprises three parts: a central processing unit (CPU), some memory and one or more input/output (I/O) devices (or 'peripherals').





**Above:** *The keyboard and the recorder which holds the program on tape.*

**Left:** *The computer card.*

The CPU is a device which can perform a limited number of very simple operations (e.g. add two numbers), one at a time. The 'power' of a computer refers to how many such operations the CPU has in its repertoire and how fast it can perform them. No matter how powerful the computer is, however, it is restricted to serial (one step at a time) processing.

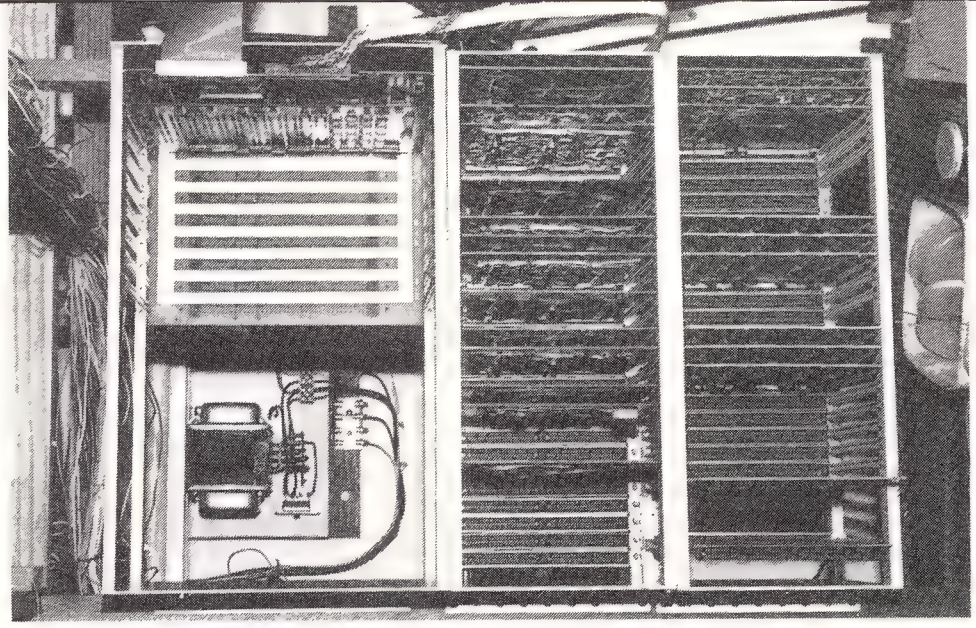
The instructions which tell the CPU what to do are collectively called a 'program'. The program is placed in the 'memory' and one step at a time is 'executed' by the CPU.

There are three main kinds of memory: random access memory (RAM), read-only memory (ROM) and external mass (mass storage) such as tape, disc, etc. RAM can be altered by the computer and is volatile (that is, any contents are lost when power is switched off). ROM can be accessed by the computer but cannot be altered by it and is non-volatile.

External memory is accessible and alterable, and usually non-volatile. Since it has to be accessed through I/O devices, however, its access time is slower than the other kinds; this disadvantage is offset by the unlimited amount of external memory available.

I/O devices are the means through which the computer and the real world communicate. They can be anything: tape drives, a light, or even a transistor throttle with the bias voltages in the throttle and brake circuits set by the computer!

For any reader desiring more information about (micro) computers, an excellent introduction may be found in the June 1979 issue of 'Electronics Today International'. ▪



*The rack which holds the various cards, including the computer card.*

# MAILBAG

Sir,

Referring to AMRM December 1984, I reply to the article on page 20 "Why can't we have cheaper locomotives?".

If anyone *could* build a cheap loco they would. (Unless the manufacturers of model railway locos have formed themselves into an effective cartel to deliberately keep prices high). Perhaps you can have cheap locos, but would they be good quality locos?

It probably costs more (in total) to tool up for a production run of 1,000 plastic model bodies (or locos) than it does to set up the tooling for a limited run brass model, although actual cost to make each brass loco would be higher. (Would anyone have any idea of figures on costs for brass loco production?)

A total of 4,000 to 5,000 *is* a limited market compared with the USA, Britain and the Continent.

Are there that many 'real' model locomotive manufacturers in Australia that aren't importers of *foreign* made Australian prototypes.

*Ian Blunden,*
*Petrie. 4502.*

Sir,

Never having written to the magazine before I would like to say thanks for a job well done.

There are two things I would like to have a say about.

First I have recently bought a model of the 57 class locomotive from Berg's, and quite a nice model it is. However there are two slight faults with it which are very easily corrected.

The model as tested at Berg's ran very nicely, but when I ran it at home it ran very jerky when running forward, but smooth and quiet in reverse.

After stripping the chassis from the body I found that a piece of masking tape stuck across the inside of the model over backhead detail had worn through and the motor was shorting out when running forward. The masking tape was replaced by a piece of electrical insulation tape. No more short and it runs as good as new.

The second problem was that the front pony truck kept on derailing when going over a crossover set of points. I tracked this down to the leading wheels of the pony truck hitting the wheel guards hanging down from the buffer beam. Simple solution: remove the pony truck and run as an 0-8-2. No, not really. The inside of the wheel guards are filed so that the pony truck wheels clear the guards. It now runs better than new.

In the December issue of AMRM NEWS, mention was made that the import duty is to be dropped on model trains, but that some Australian manufacturers objected to the dropping of the duty.

If they did object, *why* — as cheaper imported Australian outline may mean that more 'kids' (who are basically tommorrow's modellers) would buy Australian outline rather than overseas models, and they are the ones who would be buying from the Australian Manufacturers in the future.

Also would the duty savings be passed onto the buyer or would the importer pocket the difference?

*Alexander Nadalini,*
*Casula. 2170.*

Sir,

I have for many years had trouble finding a suitable replacement for perished rubber drive shafts in my brass locomotives. Even the large model stores in Sydney and Melbourne seemed to be unable to help.

I recently remembered how the valves used in push-bike tyres used to have a rubber stem protruding into the tube. With this in mind I went to the local push-bike retailer and was pleasantly surprised to find they still stocked the rubber tubing. I bought about six inches for forty cents. It is very flexible and can even compensate for misaligned motor/worn shafts.

One word of warning though; being so flexible it is important to have no binding in the loco mechanism and also advisable not to have too long a distance between the two shafts as this may lead to twisting of the rubber.

If being used in conjunction with the small diameter Sagami motors you will probably need to secure the rubber to the shaft with a drop of superglue.

Happy Modelling and thanks to the staff of AMRM for the great job they do to foster our hobby.

*Bill Roach,*
*Weston. 2611.*

Sir,

In response to the enquiry from Bob Cooke regarding (Z)17 class with extended smokebox and 1710 in particular, I can pass on the following information which I hope will be of assistance.

The SRA Archives Section has a photograph (350/37 N.I.D.) of 382, later 1710, at Mittagong on 3.6.1922, with an extended smokebox. They also hold a drawing for this class, No. 20000, showing details of the extended smokebox, with a cast iron front and American style fittings to the smokebox door, and dated 24.5.1920 from the CME's Branch.

The above seems to fix the conversion of 382 at least, to between mid 1920 and mid 1922. I do not know if the American style smokebox doors were fitted, or if or when they were converted to the conventional type.

*Greg Edwards,*
*Port Macquarie. 2444.*

Sir,

David Brown's letter in the December 1984 issue of AMRM called for cheaper locomotives and cited the Trax 48 class as an example.

I would like to express my feelings re this recently released 48 class (4827). I saw the pilot model at the North Shore Modellers Exhibition and was suitably impressed by its excellent slow running and pulling properties as well as its overall appearance.

I received my model the other night only to find it was incomplete, ie., it had insufficient hand rail holders to fill all the moulded in holes, inspite of the instructions saying spares were provided.

The yellow lining on the coloured plastic was incorrect on the front and rear of the loco. The entire loco will have to be painted to remove the plastic look. Also, the front pilot is incorrectly painted.

The running properties — That is a different matter. As is usually the case the first test was to run light loco — low and behold it runs backwards with the controller set for forward. This necessitated a change of wires inside the loco.

The directional lights don't only light up the track, but show through the semi transparent plastic. I have been forced to blacken the interior of the body. Now the light shines as a small spot on the top of the loco with a minimum amount lighting up the track. This very unsatisfactory arrangement will have to be altered to face forward towards the front lights.

The European coupler is not the one for me, so I put in the supplied X2F's only to find that one of the plastic coupler holding springs has been bent so far out that the supplied X2F won't stay in place. A full rebuild was required and maybe, at a later date, I'll body mount the coupler at this end.

Now, pulling tests on my flat layout. That noisy 48 managed to pull a set of 6 Camco FO cars (all with free rolling bearing bogies) around with a great deal of wheel slip. The addition of a Protype white metal 'dog box' on the back stopped it completely. Let's try it on a freight train I thought! Seven RUs and a trax MHG — again wheel slip, but it did manage a circuit in a jerky way. Replace the MHG with a free running Protype SHG and the weight was too much and the 48 could not move it. (Incidently the SHG cannot be parked on a 1 in 50 hill without rolling).

By this time it had made about five circuits of my scale mile layout and the pickup wheels were so dirty that they did not pickup the current. I cleaned them and the track and added 30 grams of lead over the pickup bogie to keep the wheels on the track. This made about ten circuits before becoming so dirty again that it would not pickup current. This modification also reduced pulling power because of the unequal distribution of weight resulting in more wheel slip.

More pulling tests, this time up a one in forty — Forget it! It will hardly make it by itself.

I closely examined the loco, the body was removed from the chassis and the chassis noticed to be bent badly. The motor has very little room to turn

*Continued on page 40.*

# WHAT IF THE ENGINE FAILS?

**by Phil Curnow**

If you're looking for an incident to add a little variety to your layout operation I suggest you consider a failure out on the mainline. Instead of calling for the great 0-5-0 shunter or sky hook to swiftly replace the faulty loco, the real railways have to work around the failure and still try to keep faith with their customers. A few local examples may give you the clue.

**1.** The attempt to run Tulloch railcars on NSWR's Albury line and branches has already been mentioned in the March/April 1979 issue. The railcars appear to have had more than their share of problems. If they failed at a major station with enough warning, the nearest 442 or 422 would be grabbed off a goods to power the railcars and keep to their schedule.

**2.** The SAR's Blue Bird railcars had to be treated differently because their brake system was not compatible with the diesel. When they failed, the passengers usually completed their journey by bus. The nearest diesel would be sent to the rescue if other trains were being held up and it would haul the empty railcar to the nearest station at reduced speed and then stable it on a goods road before going back to pick up its train. Meanwhile, a spare railcar would be on its way from the depot to pick up the failure and tow it back to town. A suburban Red Hen railcar has run to Gladstone on at least one occasion for this reason when no Blueys were available. If the problem is one sick motor but the other is still working, the railcars will travel as fast as the good motor will allow and a spare railcar will be sent from the depot to meet the sick set and help them home.

**3.** I remember travelling on a SARMA tour to Whyalla a few years ago when the CR regularly scheduled all three Budd cars for this run; at 70 mph on some sections. Heading for Whyalla, one motor failed and the other five could still manage 65 mph. A second motor failed just prior to the start of the return trip and we were lucky to reach 50 mph. At Port Augusta the railcars halted at the platform to unload a few passengers then rolled ahead until the dud motor was exposed. After twenty minutes of hammer and bash under the floor it was "All aboard" for the remainder of the trip to Port Pirie where the passengers would transfer to a broad gauge train through to Adelaide.

**4.** A locomotive can fail on the most important trains as well as lowly locals. I've read of a 38 class failing on the Newcastle Flyer and being replaced by the nearest goods engine which happened to be a Garratt. What it lacked in speed it made up for in power. On another occasion a 36 class 4-6-0 did the honours. Reminds me of the trials of a 57 class 4-8-2 goods engine on the Spirit of Progress. It apparently kept close to the schedule of the 38 class Pacifics because, while it lacked the speed on the flat, it made up for it on the many hills. I've read that the speed around curves was quite disconcerting in the hills which is why it didn't become regular practice.

**5.** On the SAR there have been several cases of the Peterborough and Port Pirie loco-hauled passenger trains failing near their destination and when another loco was sought for the rescue all that was available was a 500hp shunter. Unfortunately, what it lacked in speed it also lacked in power.

**6.** When a goods train fails the problems are different because of its length and weight. The VR's C class often work alone on goods through the Adelaide Hills and when excessive slipping brings them to a standstill between stations, the train is usually halved and re-assembled at the next station. If a loco fails on the climb up to Mount Lofty the recovery depends on its location. Prior to the crossing loop at Belair, the train will usually be pushed by another pair of diesels sent from the depot and they will replace the faulty loco at Belair. Beyond the loop the track is single line and very curved so that pushing with four wheelers in the rear half of the train can be dangerous. There have been cases where Train Control has permitted the train to roll backwards down the hill at a very slow speed and into the loop. Otherwise a diesel is taken from a train ahead of the failure and sent back to assist. This may mean that the load will be halved. ▪

*It's hammer and bash under Budd CB1 as the diesel doctor does his duty at Port Augusta in 1973. Meanwhile, the passengers can only stand and watch.*

*On 23/11/82 English Electric 525 hauls 501 and a small train past the goods shed at Georgetown. Why two 500s? A 500 was based at Gladstone to shunt the broad gauge tracks and it was regularly returned to Islington for servicing. The down Gladstone goods on 22/11/82 was a 930 hauling 525 but the 930 was removed to replace another which had failed near Snowtown. Thus 525 hauled a small load into Gladstone. The loco being replaced was 501 but at departure time it failed so the newly arrived 525 hauled 501 to Brinkworth where it met up with the 930 and the failed engine from Snowtown. The 930 then hauled the two failed engines and wagons to Adelaide. The 525 returned to Gladstone as a light engine later that day. Incidentally, the goods shed is the prototype for BGB's kit.*

# SCENIC ROUTE

**SCENIC ROUTE** this issue illustrates scenes from four layouts, all of which are new to the Australian Exhibition scene.

**Above:** *A scene on the narrow gauge Franklin County Railroad, a delightful scenic wonder built by Gerry Hopkins. Photograph by Alan Templeman.*

**Above Right:** *Branchliner 3065 hauls a lone HCX along the branch embankment on the new Argyle Model Railway Society layout, on display for the first time at the 1984 Canberra (Malkara) exhibition. This layout, as yet unfinished, made use of a number of structures destined for Joe Callapari's layout. The photographer was Ian Thorpe.*

**Right:** *York — Western Australia. York is an Sn3½ model of the township 100 kilometres from Perth. While the layout has been exhibited in Perth, it is presently housed inside a guard's van body. The layout differs from many other exhibition layouts, and this will be clearly illustrated when the layout is covered in full in a future issue of AMRM. In this scene the goods shed and the western end of the station building are shown. The small diesel in the foreground is a Z class, built by Simon Mead, while the PM class in the station road was built by Richard Stallard. Photograph by Graham Ball.*

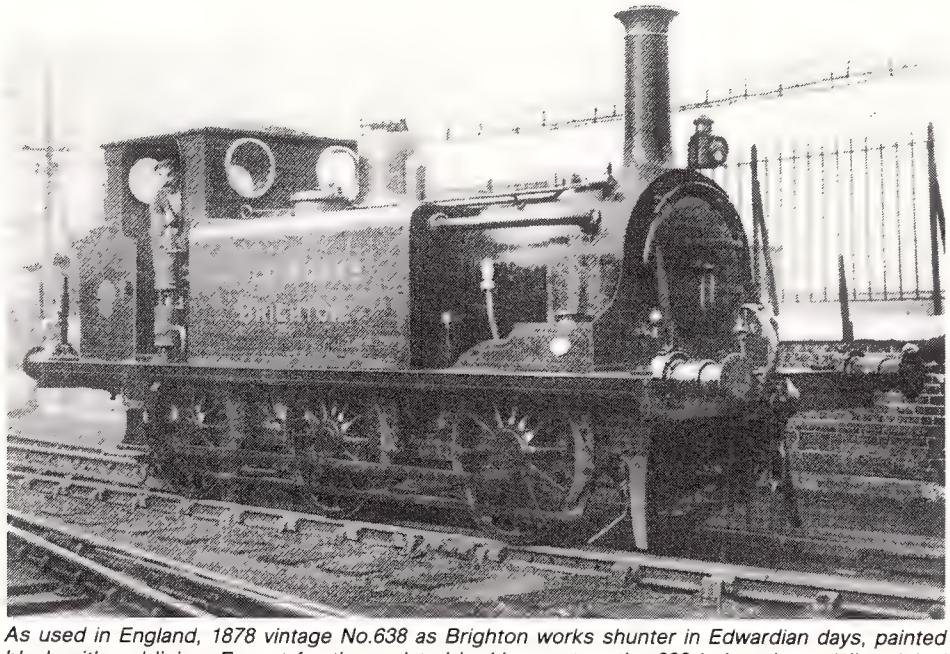
**Left:** *The Spring Valley and Western Railroad was a feature at the 1984 Newcastle and Sydney exhibitions. Built by Warren McLean the layout displayed floor to ceiling scenery and was acclaimed by all as the highlight of the show. Photograph by Alan Templeman.*

*No. 72 loading B-class 332 at Hamilton. Note the removal of the bunker for the crane and the removal of the sandbox. State Rail Authority of New South Wales photo.*

**MODELLING PROJECT**

# KITBASH AN N67

## Ben Hafry describes the conversion of a K's Terrier into a lookalike OO scale N.S.W.G.R. N67 class tank loco, as used by the New South Wales Railways.



*As used in England, 1878 vintage No.638 as Brighton works shunter in Edwardian days, painted black with red lining. Except for the updated braking system the 638 is in substantially original condition. Photo by Sam Moore and published with the kind permission and cooperation of Railway Modeller.*

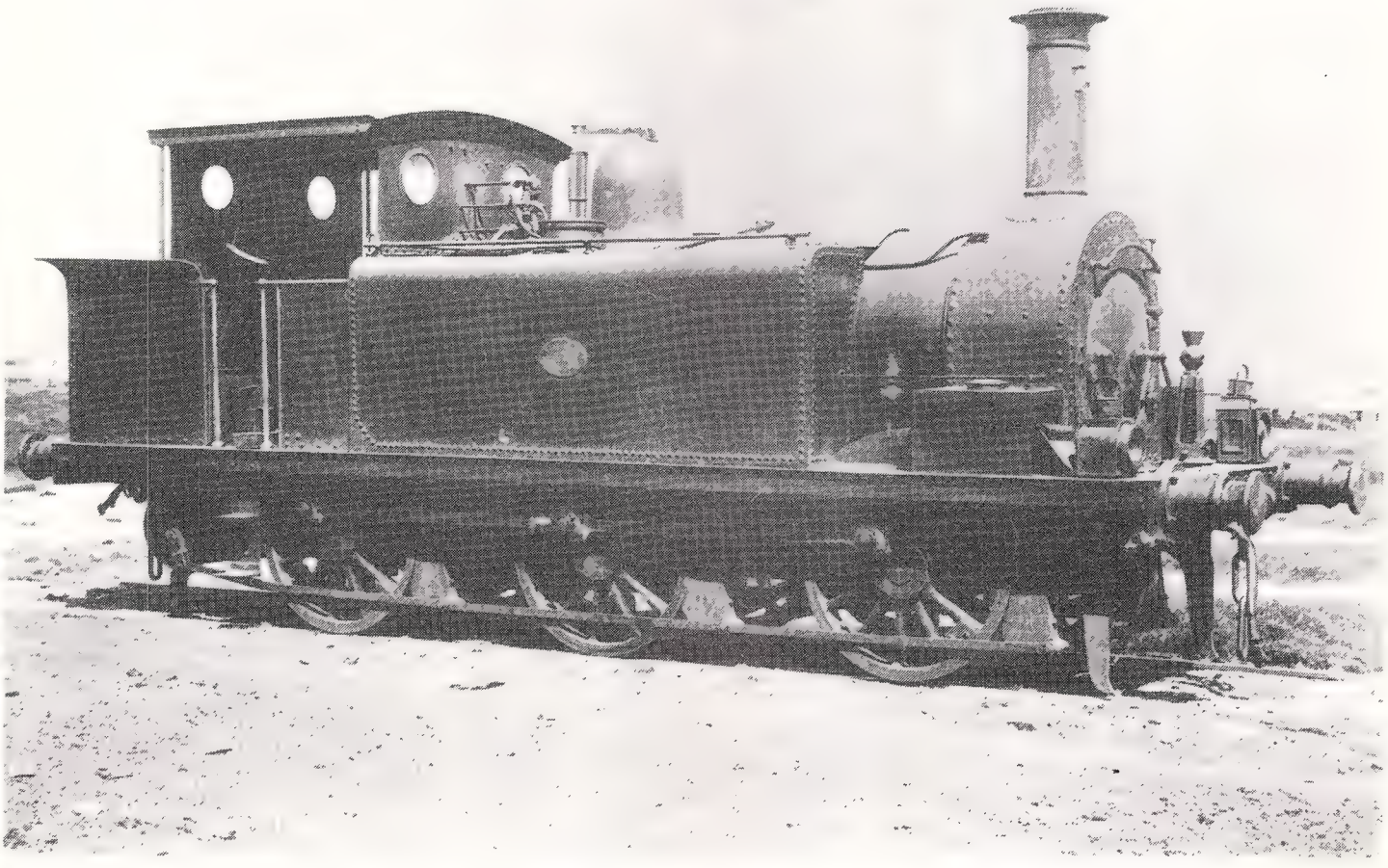
The N67 class 0-6-0 locomotive, as mentioned in the ARHS book '100 Years Plus of Locomotives', was closely based on Stroudley's Terrier class for the London, Brighton and South Coast Railway (LBSCR) in Great Britain. As K's made the LBSCR Terrier in kit form, I decided to take the opportunity to boost my NSWR loco stud.

The K's kit is, of course, OO scale (4mm '). and so the dimensions are not going to match HO scale and there was no attempt to do so. The completed model stands 49mm high (14' HO) and 92mm long (26' HO). Even for OO scale this is a little high to allow for the motor size.

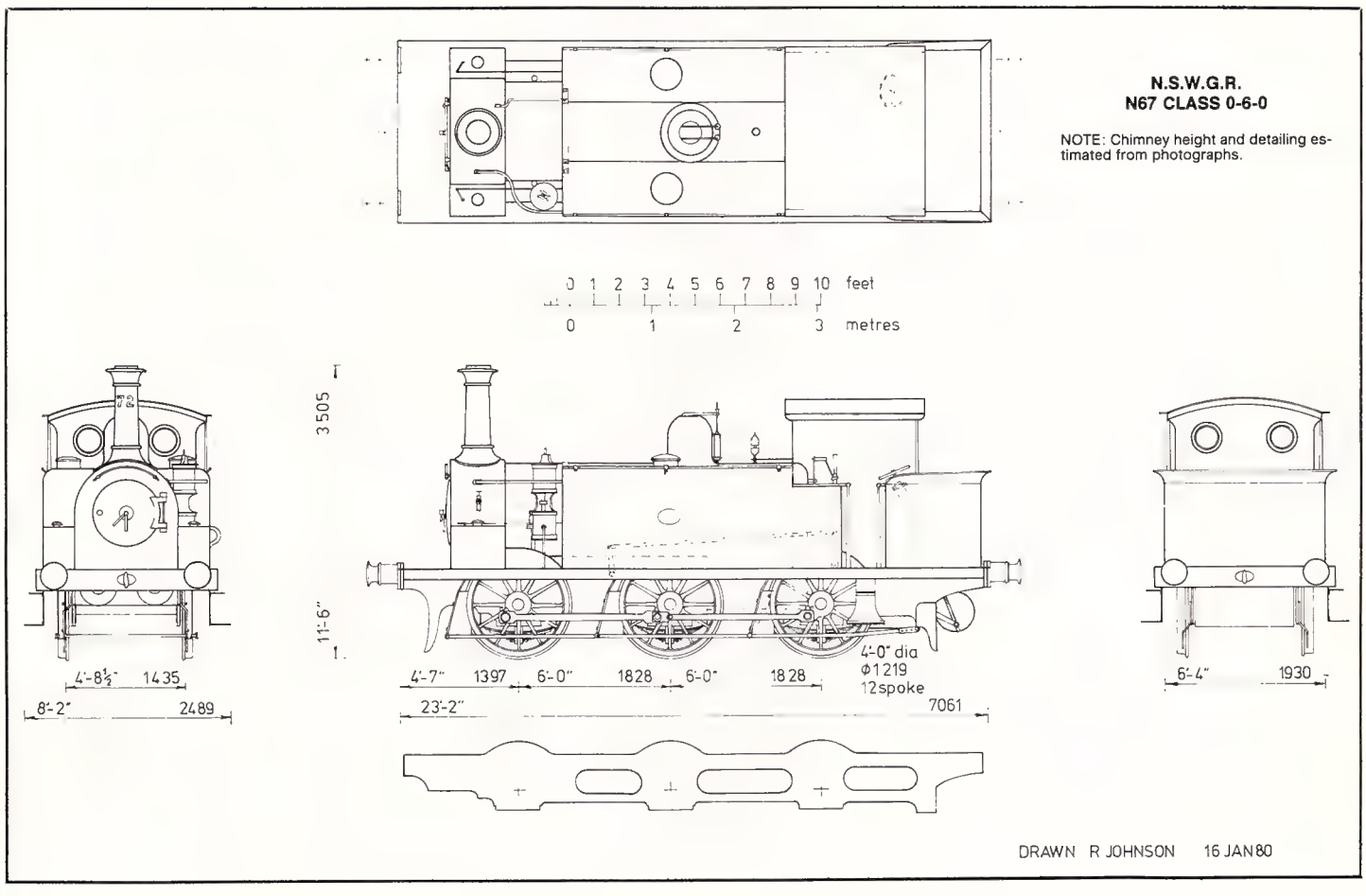
Plans and photograph of the Terrier were published in the 1981 issue of Railway Modeller; photographs and an HO scale plan accompany this article. My model was built with the aid of Skinley drawings and a General Arrangement plan (looking more like a Dead Sea scroll) of the N class.

This was my first attempt at kit building (along with a K's ROD kit started at the same time) and it was not an easy kit to build. There were a couple of defective parts in the kit but K's exchanged the parts without dispute and were very helpful with advice. As I live in Canada, this was admirable of K's.

One of the problems with the kit was that the frames were warped horizontally along the upper edge, requiring persuasion with a hammer and vice. The motor had to be mounted on a white metal block that is a sloppy fit and the various inter-related problems of mesh between worm and gear took time and patience so as to allow the free movement. A lot of filing had to be done to the inside of the boiler and tank area to allow the motor to fit in.



*Mort & Company built No.74. State Rail Authority of New South Wales photo.*



I was never really happy with the performance of the motor supplied, and installed a can motor which gives the loco superb performance. Installing the can motor took half the time of the original K's motor and if I built another kit I would use the can motor in preference. However, the kit now comes with an integral motor/worm/ gear/axle assembly which should make assembly easier.

To permit free running, I had to enlarge the holes in the driving rods. It is wise to open these holes up only as far as is needed and the way to do it is to file-a-bit and then try it, then file-a-bit and then try it and so on until the binding is released.

A comparison between the Terrier and the N67 indicates that there is not a big difference between the two. The main differences are in detail.

Forward of the cab handrails are added as well as sandboxes (fabricated out of styrene). The new smokebox door is from a European loco (Electrotren 2-4-0). The chimney numbers are from a Slaters 1.5mm set. The piping on top of the firebox has been approximated. The top of the dome is a piece of ⅛" brass tubing. The builder's plates are from the kit but were sanded down to remove most of the detail.

Cab and bunker — I chose to work in brass to become acquainted with the medium. The 0.010" material used would allow near scale thickness. The shape of the cab front and rear was transferred from the kit parts to the brass. The cab windows were drilled before the parts were cut out.

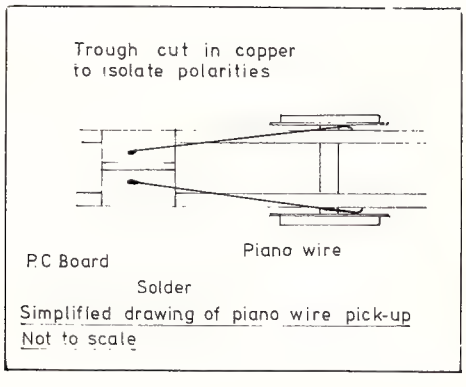
The curve on the bunker sides and end was a bit fiddly and is best bent first and then trimmed. I soldered the brass to brass joints but used contact cement for the brass to white metal joints. The manual brake lever is from a K's ROD kit and should be mounted on the right hand side of the loco.

To hold the body to the chassis, a section of 0.020" brass was soldered across the underside of the frame. A section of 0.040" styrene was glued with contact cement across the bottom of the bunker. A hole was drilled through both brass and styrene and both are held together with a nut and bolt.

As the loco had varied duties, including being used as a crane, the detail on the loco also varied between units. Individual taste and luck in finding photos with an N67 class loco featured will help here.

I made this model without the use of exotic tools. A drill press was available for use, but a ¼" hand drill secured in a vice or other holder would have done. The tools used included a Dremel hand drill, set square, scriber, metal cutters (small tin-snips), small files, pliers, etc.

As this is a small loco, I don't know that the fact that it is OO scale and not HO scale is all that obvious. If one doesn't like mixing HO and OO then do not bother with motorising the model, but paint it rusty, grimy black and leave it abandoned on a siding. N71, on page 33 of 'A Century Plus of Locomotives', gives a good illustration. Better still, paint it a smart green, with copper and brass trim, and leave it a little removed from the other rolling stock. ▪



Simplified drawing of piano wire pick-up
Not to scale

## PROTOTYPE NOTES
## N.S.W.G.R. N67 CLASS

The eight 0-6-0 locomotives in the N67 class were the first side tank type units specially built for the Sydney suburban traffic. They were built in Australia by Vale & Lacey (Nos. 67-70) and Mort & Company (Nos. 71-74), all units being in service by 1875 after being ordered in 1873.

The design of the class closely followed that of Stroudley's 'Terriers' of the London, Brighton and South Coast Railway in Great Britain, except that the N67 class had a larger bunker. The LBSCR Terrier went into service in 1870, being designed by William Stroudley, Locomotive Superintendent of the LBSCR. The 50 units in the class were used to work the poorly laid and heavily graded East and South London Railways' lines, but were eventually found in service in virtually every role possible in the LBSCR and Southern Railways. This popular tank loco class, although being scrapped from 1901, has 10 units preserved in various British museums.

The class acquired the name 'Terriers' from their canine namesakes, being small, dapper and extraordinarily agile.

The NSWGR N67 class were used to work passenger trains on the main Sydney suburban lines and hauled Hurstville trains at the opening of the line in 1884. They were superseded by the R285 class (Z18 0-6-0) and F351 (Z10 2-4-0) class in 1891 and transferred to other duties. Five were fitted with cranes in place of the bunker and used for coaling and ash handling duties. Two units were sold to Kerle & Kerle for railway construction and were later sold to the Public Works Department. No. 71 changed hands a couple of times until it became 'Dingo' on the G & C Hoskings (steelworks) at Lithgow, eventually being scrapped in 1932.

In the 1924 renumbering they were grouped with the (X) 10 class and by 1938 all had been scrapped.

**Technical Details.**

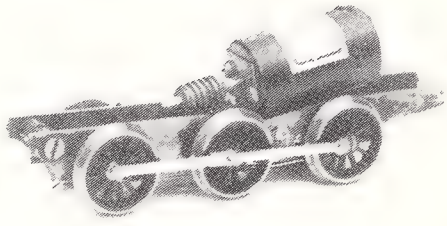
| | |
|---|---|
| Cylinders | 13" x 20" |
| Driving wheels | 4' |
| Boiler pressure | 120 lbs |
| Tractive effort | 6,760 lbs |
| Total weight | 28 tons |

**Acknowledgements.**

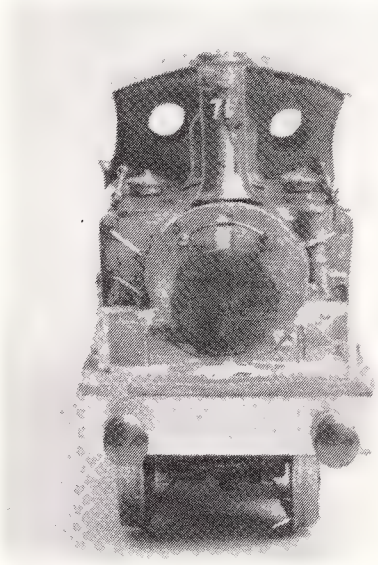
A Century Plus of Locomotives (New South Wales Railways 1855 — 1965) published by the Australian Railway Historical Society, NSW Division.

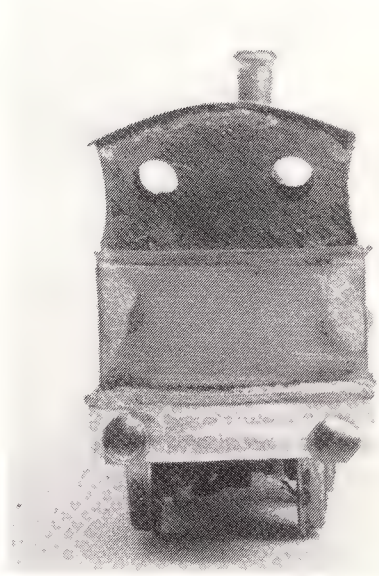
Railway Modeller, December 1981. ▪

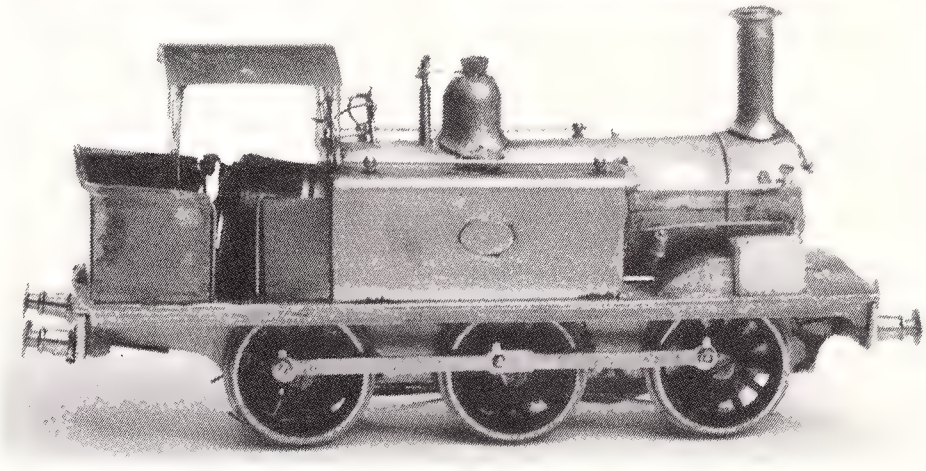
*Bob Gallagher*



*Chassis fitted with can motor.*







*Rock moulding applied to the scenery based forms a great backdrop for the railway scene. For Mount Mort, only two moulds were used – matched with trial castings before use. The addition of structures and detailing makes up the scene.*

**ONE MAN'S WAY**

# Scenics Part 4 – Bulk Scenery Continued

## or

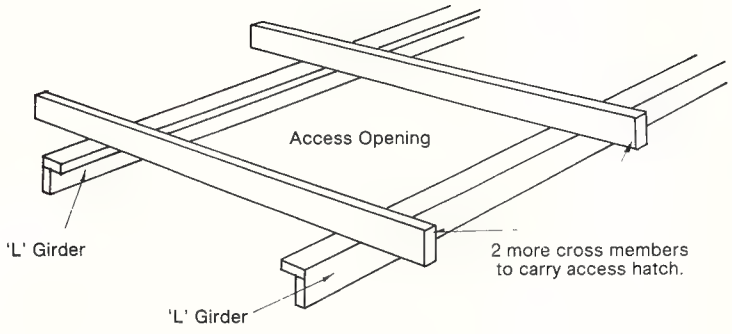
# More Mud Pies

**by John Burgoyne** © 1984.

It is almost a Natural Law that we tend to see and plan for all the lesser contingencies but overlook the most obvious and, invariably, the most critical problem until it is too late.

So it was on the PP&BC. For several years we had been working within the open bench work with direct and easy access to every inch of the track. While we paid lip service to the creed of accessibility, it had not reared itself as a practical problem and we ignored it until its

*Making The Latex Mould*
*The ideal cutting was found and then Ray painted on the liquid latex to make the mould.*

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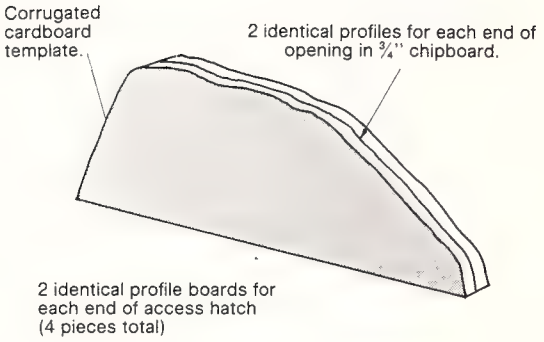


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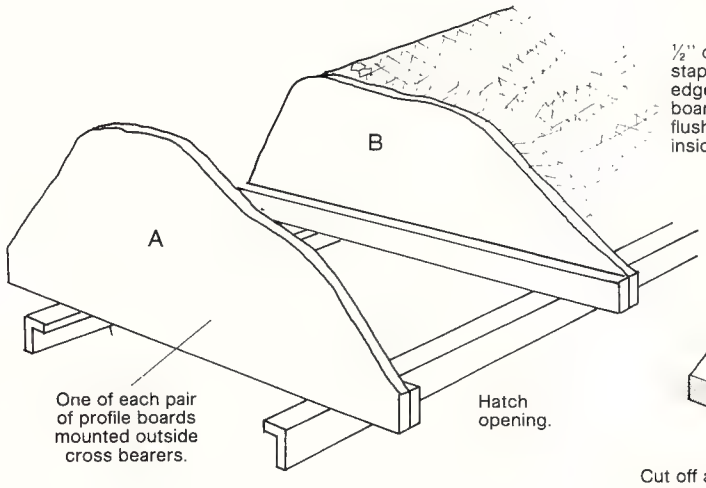
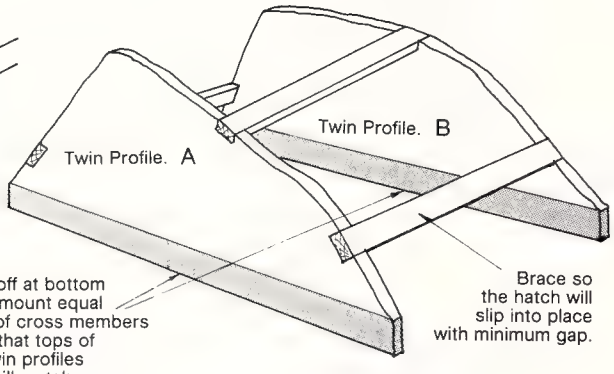



3.

THE HATCH

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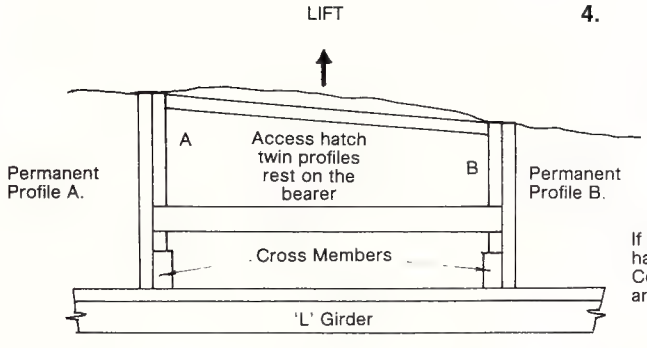
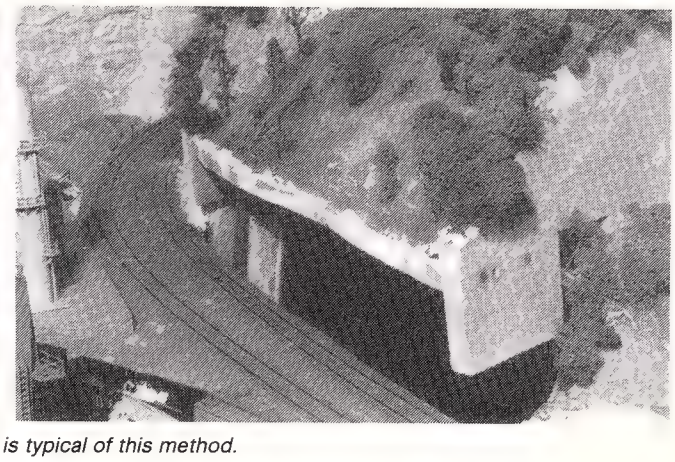



5.

If possible, put the castings over joints and cut through after setting, with hacksaw blade for the neatest possible jointing of the cast rock detail.
Cover joints on the hatch side with trees, scrub and weeds to overlap the joint and to allow hatch to be raised without damage to foliage.



*The Bell Junction hatch is typical of this method.*

harsh discipline crashed down on us with the making of the very first pour of plaster.

In making the armatures of that ½" chicken wire, we had worked back from the 'inland' starting point without a thought as to how we were going to return to that starting point physically to apply that first coat.

The track was ballasted, the tunnels, cuttings and abutments were all blocked in, but we had overlooked the access hatches. Oh, sure, they were all there in the plan. We had simply assumed that we knew the plan inside out. Now we could not reach the areas to be plastered, let alone the track for service. Further, the armature, built to the elevations shown on the contour plans, introduced that third dimension over which we had to reach.

An arm going up and over and then down to a maintenance or detailing point can't reach nearly as far as it can on the flat. We quickly discovered that the rule of having everything on the layout within 2'6" of the worker's body is spot on, but that the measurement of 2'6" is not a straight line measurement. If you've got to reach over even a moderate hump, it can become as little as 12" horizontally or less from the work point. That 2'6" refers always to the arc that will be made by the human arm and an arm bent over an obstacle certainly can't reach 2'6" away from the body beautiful.

But there was a benefit arising from our mistake.

Clearly, the access hatches had to go in before we could make any further progress, so we turned to making them. Now, though, instead of guessing the contours, as we would have had to do if we'd put them in before installing the armature, we had the real and not the theoretical contours with which to work. The armature was there. It was real. It was three dimensional. And we could test in practice the suitability of our planned access hatch openings.

None of the planned locations was quite right. Had we put them in before installing the armature, each would have needed relocation, anyway. Mug's luck had saved us from the heavy work of that relocation.

The techniques for installing the hatches varied with each location but, with one exception, they all had a preliminary step in common.

There are no supporting props beneath the armature on the PP&BC. Consequently, mobility below the layout was easy. Having decided on the final location of the needed hatches, we installed two more cross members for each hatch on our L girder base, aligning them to accommodate even our most corpulent Poverty Pointer within working reach of all those track sections that could not be reached from the outside edge of the layout even when standing on a chair.

On some old corrugated cardboard from cartons, we sketched the rough profile already existing in the erected armature, then fiddled through our supplies of offcuts until we found the right sized pieces of the ¾" tempered chipboard from which we had cut our roadbases. We scissored the cardboard along the marked profile to make a template, used it to draw in the cutting lines on the offcuts, then jigsawed two profiles at a time.

This gave us two identical profiles for each end of the access hatch. One of each pair was fastened to the appropriate new cross member, taking great care with the spirit level to ensure that it was vertical. The wire armature was snipped away flush with the access edge of the profile. This cut out piece of armature was saved for the hatch while the permanent armature edge was stapled down into its very substantial twin profile board.

When this was completed at both ends, we built the hatch itself to slip fit into place, using the second profile of each pair as the ends. The wire cut-out from the original armature was then fastened to it and the access hatch was ready for plastering too.

We found it a great work saver to mount each permanent profile board on the outside of its cross member so that the hatch, when in place, would sit on the top surface of the two cross members. We trimmed sufficient material from the bottom edge to allow access profile boards to sit on the cross members and mate with the permanent profile boards along the top edges. The internal construction of the access hatches is a matter for another piece, but we have constructed them with the two liftout profile ends framed rigidly with scrap timber, all the while with one eye on the weight that would have to be lifted when in use.

Others were carved from styrene foam and designed to rest on a flat platform that could be raised to the ceiling and pegged on vertical members, rather than be passed out, with some risk, to the assistant. Yet others have been designed to be lifted out from the front to reach a difficult hidden section that was within reach from the aisle but covered by top scenery.

With the access hatches installed in that area on which we proposed to work, we were ready to go, but it should be said that we did not attempt the whole area of the layout at the same time. We tended to work at one mountain at a time to an area of about ten feet square, keeping for as long as possible the convenience of the adjacent open framework of the layout. The liftout lake etc. behind Mt. Florance is still to be done and will remain untouched until the fine detailing has been completed in those areas that can only be reached from within it.

**The Base Coat**

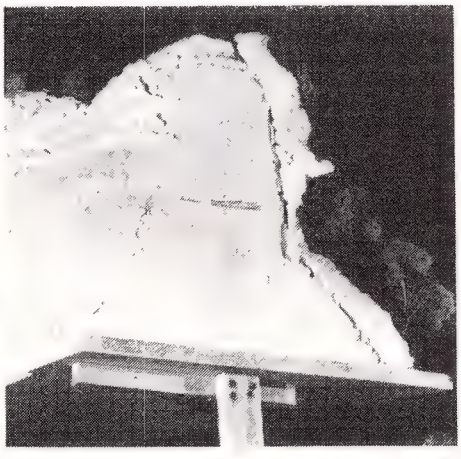
With a whoop of joy, the Poverty Pointers threw themselves into the initial plastering. In a couple of cases, they also seemed to throw themselves into the plaster itself. There was one occasion on which Warren seriously pondered the problem as to whether we should chip Phil out so he could go home or stand him on a chair and call him a statue.

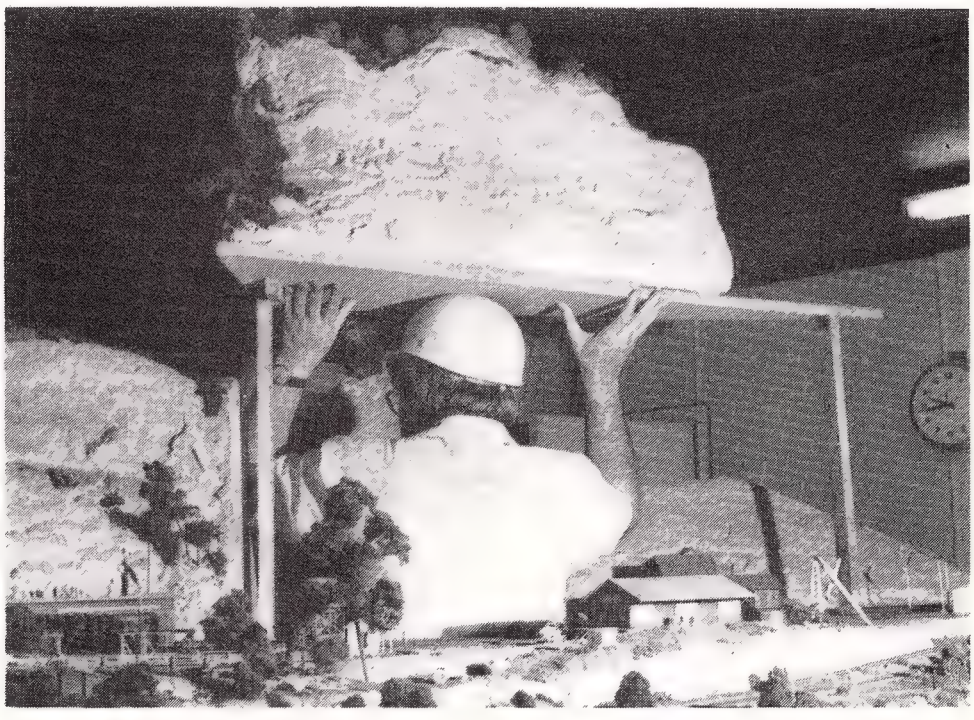
With Cec as the Mixmaster, we assembled our wares. To recapitulate from the previous section, we had:

1. 1 bag Cornice Adhesive — 20kg.
2. 1 clean 600ml milk bottle
3. 1 clean kitchen scale (2 lbs or 960 grams of plaster to 1 x 600ml of clean water, remember?)
4. 1 kitchen sifter or kitchen sieve
5. 2 or more paint scrapers — clean, what else?
6. 2 or more icecream containers per plastering team
7. 1 regular plastic bucket — in our case it was put in the trough in the laundry
8. 1 old telephone book, the pages cut into four with large stacks of these cleanly cut squares located at each plastering site. If they still hang together from incomplete cutting, they can cause all sorts of problems for the plasterers.
9. 1 large plastic garbage bag to hold the bag of plaster and seal it properly when not in use, and 1 large garbage bag for plaster residues in the cleanup.
10. 1 old garbage can with lid to hold 9.

The technique of the plaster mix was described in the previous piece. Cec uses one of the paint scrapers to load the scales and the sifter. They are always kept clean and dry. The other paint scraper is used by the plasterers to get the last drop of plaster mix from the ice cream buckets.

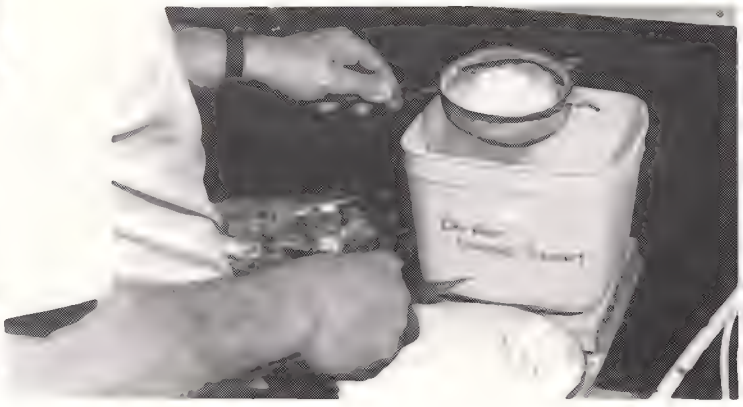
Cec mixed, and as soon as all the cornice adhesive was wet, and long before it started to go off, the 2lb batch was passed to the plasterers.



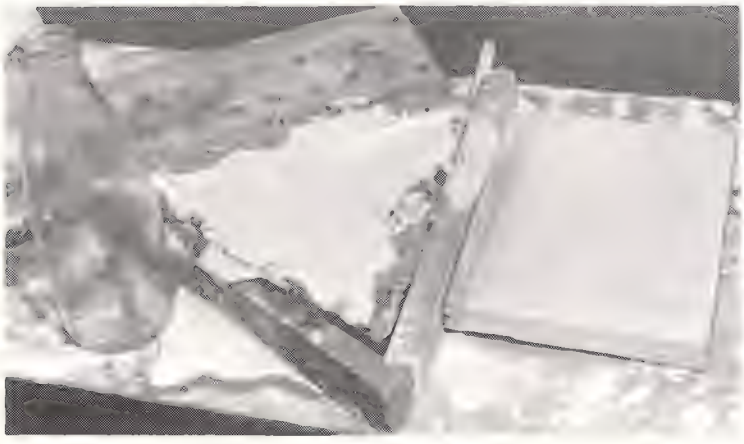


*Others were carved from styrene foam and sheathed in plaster. Note the thickness of the plaster casting and the obvious lightness of the hatch, where one person can lift a large section on his own. Note also the support frame and legs which hold the section in place, above its opening.*

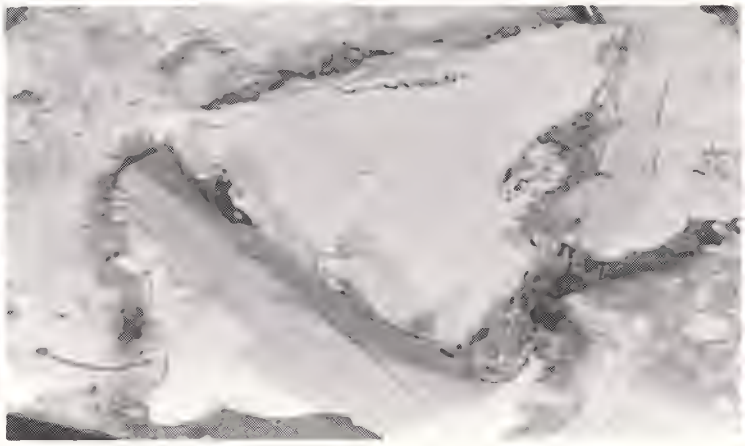
*The tools of trade*



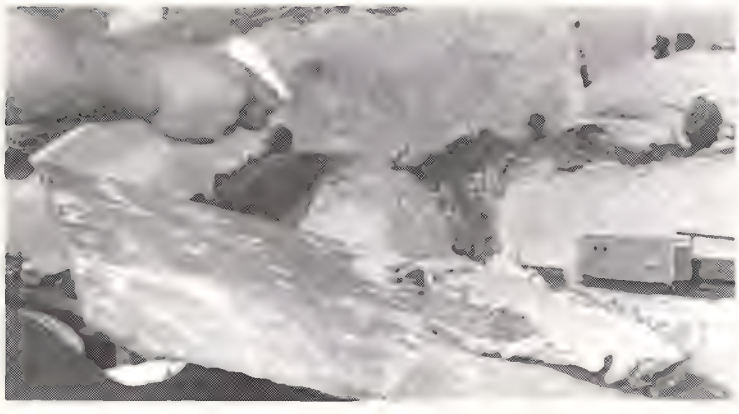
*Sifting the plaster into the water – Slowly*



*Plaster poured into the mould, bubbles paddled out.*

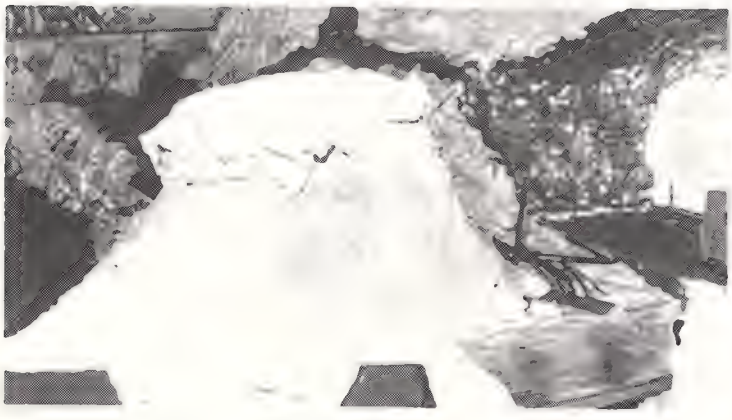


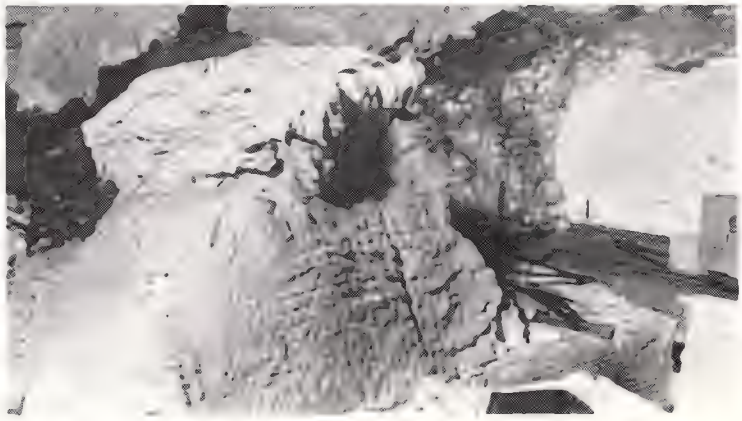
*When the plaster cracks like thick porridge, etc . . . it is time to apply to the site.*



*Mould and plaster on a flat masonite sheet, while the area to be covered is being sprayed with 'wet' water.*

*Holding the mould in place with the fingers supporting the edges.*





*Latex mould removed, plaster in place awaiting further matched castings to continue the scene.*

Phil was the originator in our activity of the use of the telephone book paper, together with the single sided technique. We tried paper towels, but found that even the best of them disintegrated at all the wrong moments, especially with our technique of starting the plastering the moment the mix was homogeneously wet. The telephone book paper is the toughest that we have tried this side of the much clumsier kraft paper.

Giving the mix just one stir to make it consistent, our plasterers dip the squared off telephone book paper onto the *top* of the mix so that it picks up *on one side only*. Reason — at this stage, the mix is very thin and will slip down vertical or near vertical surfaces. It is great fun getting a dozen sheets up by fluke, only to have all the work wasted as a landslide occurs. Part of the cause is the early liquidity of the mix, the other is the weight of paper and mix if it is coated on both sides.

The Phillip System, therefore, is to apply this single sided thinly coated paper to the horizontal and near horizontal armature surfaces first, overlapping the edges in all directions to give a complete cover and with the *plaster side down* to the armature.

A 2lb batch is just the right size for a single plasterer as it goes off at about the same time as you get to the bottom of the icecream tub. As it goes off — thickens in consistency — we begin to work downwards to the more vertical surfaces. The paper picks up much thicker layers of the thickening plaster and is much heavier than those first applied sheets, but it now has a real holding capacity that offsets the pull of gravity.

The last remaining plaster in the ice cream container is taken out by the fingers and slurried over the top of the installed paper squares, completing the plaster coating on both sides and making it very strong. We like to build this cornice adhesive coating up to at least ¼" and more, and have often made several batches just to complete this thickening process over the already set shell.

It will hold beautifully. One of the main reasons for choosing this cornice adhesive is its designed purpose as an adhesive to stick to other plasters. It is very tough and reacts to pottery plaster like a wife to a pay packet.

*Cleaning* is very important and our technique applies right throughout, no matter which plaster we are using.

Plaster in drains can be good for plumbers, bad for the purse. We found the neatest way to cope was to have a household bucket under the tap in the laundry, to get *all* the equipment to it before the plaster has set on or in it. This includes the ice cream containers. Ten seconds of care now saves a lot of work later.

We simply wash it all into the bucket before it has finally set, let the bucket stand so that the plaster sinks rapidly to the bottom, decant the clear liquid into the trough and flush well from the tap. The residual plaster in the bucket is dumped in a garbage bag for disposal, and the now- emptied bucket is ready for the next clean up.

The ideal team for us was of three — Cec, mixing for all his 'customers', one man plastering and one man cleaning. With one Mixmaster and one Cleaner, as many as six plasterers can be kept on the move and the work goes really rapidly.

Sometimes it goes in unexpected directions, too. F'rinstance, there are those finger marks on the ceiling where Phil, overcome by the ecstasy of slinging cornice adhesive, lost his balance on the ladder and reached to our black ceiling for support. Only question is, how come he left six finger prints? From the one hand?

Shortly we're painting the ceiling sky blue but this historic patch will be left to posterity.

This is an extremely simple, marvellously messy and wholly satisfying phase of scenery building. The plastered squares are taken to all edges, including tunnel mouths, fascia boards, pre- located abutments and the like. No smoothing is required. Indeed, the rougher the application the better. Finger marks make excellent grasping points for the final moulds. Here and there around the hidden parts of the layout we have observed a legend that reads — BELL WAS HERE. Struck everywhere at random. Beneath several of our moulds he left his mark, too. That's immortality?

If there is any critical dimension it is in the thickness. We like it to be ¼" minimum and we build it up with extra batches of the cornice adhesive. Given that thickness, it is as strong as anyone could reasonably want and it is about to become stronger.

CAUTION: At this juncture, it pays to check with the NMRA gauge for all loading gauge clearances. They must still leave at least ½" to cope with the castings.

We leave it to dry at least a week so that it can come to maximum strength.

Now the Magic begins.

**The Moulds**

The layout is now a mass of white mountains that already have begun to put the trains into some kind of perspective. Of course we stripped a yard of track of its masking tape, just to try a locomotive against the snowscape. Who wouldn't?

We had the moulds, but that was not enough. There was such promised variety in them that, though they are all sandstone and shale replicas, their shapes were not likely to match indiscriminately.

In the previous piece, we mentioned cleaning these latex moulds by taking a pottery plaster casting from each of them. These trial run castings which, trial painted, had enchanted us with their colour and form possibilities, at last came to a truly functional application.

We studied them carefully, noting which moulds would match with others, then used our trial castings to test our visualisations for those peaks on the snowscape. With the moulds allocated to their sites, we went to work a little nervously.

A lot of people make their castings on the bench, then install them in place. We tried it and did not like it, mainly because it called for excessive jointing and patching, was mostly much too straight-line and not a technique readily adaptable to curved surfaces — and all our surfaces are curved in one plane or another.

We need not have worried. The on-site application of the moulds is quick, easy, enormously satisfying, but it does demand close timing as the pottery plaster comes to the two to three minutes of ideal application time.

We have tried John Olsen's seasoned water and found it excellent for small, readily reached one man castings. But, for the larger items where three or four people are required to work in often tight surroundings, we found that the reduced critical time was a little too drastic to allow the slightly longer time tolerances required to make the final finer adjustments, especially on the whoppers.

Our steps, yet again, were simple.

To all the items listed above for cornice adhesive, substitute Pottery Plaster and add a couple more:

**11.** A flat and horizontal surface larger than the largest mould — substantial and firm. We use our Workmate covered with newspaper.

**12.** A number of sheets of masonite suited to each mould by being only slightly larger all round than the mould. Lay the masonite on the horizontal surface.

**13.** Banking timbers — scraps of strapping and the like used to raise and support the mould edges all the way around by about 1" above the highest inside surface level of the mould. Sometimes even more for deeper moulds.

**14.** A spray bottle full of 'wet' water — tap water with about a teaspoon of Trix.

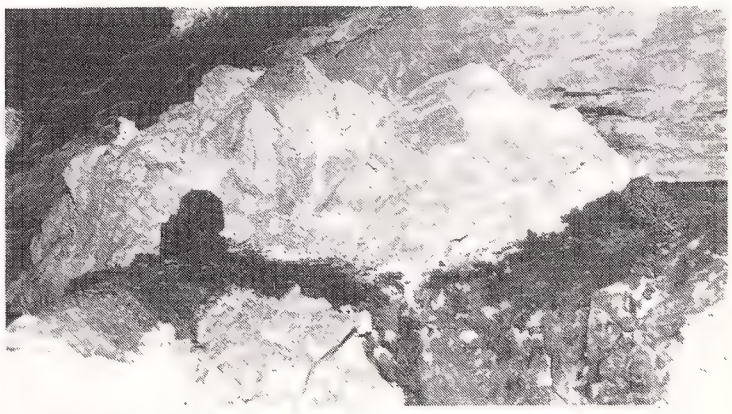
The working routine is:

(a) Place masonite and mould on the horizontal surface and bank the edges with the banking timber so that you get the depth of plaster you want in this impromptu dam. Some of our castings are as much a 3" deep and the banking needs to be substantial.

(b) Mix the pottery plaster as for the cornice adhesive. Let it stand for just a few moments to make sure that it is wet all the way through. No stirring, yet.

(c) Thoroughly wet the mould with water from the spray bottle. We have never needed any parting agents. This water is to assist the plaster mix to reach more readily into the fine flutings of the mould.

(d) Stir the thoroughly wetted plaster just enough to make the mix consistent then, while it is still very liquid, pour evenly into the mould from the deepest point outwards. It is very important to pour as soon as possible and while the plaster is still very thin so that it will seep into every subtlety of the mould.



*The photographs above illustrate two examples of the use of latex moulds being used on itself a number of times to produce a rock outcrop.*

(e) With a blunt stick, puddle it thoroughly to release entrapped air and the other bubbles that will be produced by the chemical reaction taking place in the plaster. The bubbles that show on the reverse and, currently, visible surface do not matter but the entrapped bubbles on what will become the rockface can spoil otherwise good work.

(f) Watch it closely. Have a cup of coffee. As soon as the mix shows some stability — after about 10 minutes — remove the timber banking strips to allow the small surplus of water to run away.

(g) Take the mould on its masonite backing to the application site — carefully.

(h) Thoroughly wet the cornice adhesive surface of the site, again with the spray bottle. Don't spare the water.

(i) When the plaster in the mould is like thick porridge and will crack slightly if the mould is flexed, you know that you now have about two minutes of this final plasticity with which to work. Now move fast and evenly. Jerkiness will bring you undone.

(j) Lift masonite and mould, still horizontal, together almost onto the work site, slide the mould to its final position, working from its bottom edge. Hold the top edges of the mould firmly to the masonite with finger and thumb. In one quick motion, lay masonite and mould firmly to the cornice adhesive, discard the masonite and press the mould all over onto the workface. Have one man to take away the masonite.

This is where timing is all important and where nimbleness is needed, especially with the larger moulds that can and have got away from the crew to deposit their plaster all over the layout and the floor. Oh well, it makes nice rocks for other uses.

(k) With the mould up, press firmly but gently all over the mould. We once, and during a plastering session, were told never to press in the middle of the mould. The Poverty Pointers, who had already put up more than thirty moulds ranging from a few square inches to four man monsters that held 10 to 15 lbs, were appalled to learn that they had been doing it all wrong. So much so that now, whenever a mould is being installed, the railroad room rings with shouted warnings not to press in the middle. Then they get on with the pressing, middle and all.

The reality, of course, is that if you don't press the mould onto the cornice adhesive you will create pockets of non-adhesion and the casting will form two thinner shells instead of one extraordinarily strong thicker shell.

Where a deep mould is being used, pressure anywhere can cause some distortion, but where those distortions are still held in the contours of the mould it doesn't matter a tinker's dam. By the time we get to pressing, the plaster is almost completely cured and no damage has ever been seen in our castings.

It is not a matter of where you press but of how you press. Too much pressure can compact the surface of the plaster and diminish the porosity of that surface. As, contrary to most published opinions, we value that porosity most highly, regarding it as the most critically important quality of the plaster, we are careful to avoid damaging it.

(l) Mould up, we should fasten the top and the edges to stabilise them until the casting is all set, and to allow us to lift the edges after about five minutes so that we can use a blunt instrument to tailor the castings into their neighbours. We never could achieve a satisfactory fastening. Masking tape and water are natural enemies. Our best solution was to have Ray — he's the tallest and has a stubborn Yorkshire streak — stand there like a bottle of stagnant milk for about five minutes until the casting could be left to its own devices.

(m) The magic moment — after half-an-hour the mould is taken off by pulling it back over itself along the line of any flutings. Both mould and plaster are very tough and evenly exerted pressure does the least damage. The mould, after a few minutes, will come away with a deal of entrapped semi-cured plaster, but if you have waited for this thirty minutes, it will come away, self-cleaned

(n) Beautiful!

(o) We allow it to dry right out for several days. We know this is contrary to the advice of so many people including those of such stature as Dave Frary in his scenics book. He likes to get on with the painting while there is moisture still in the plaster to bring the pigments to the surface. We'll talk about this in the section on colouring and painting.

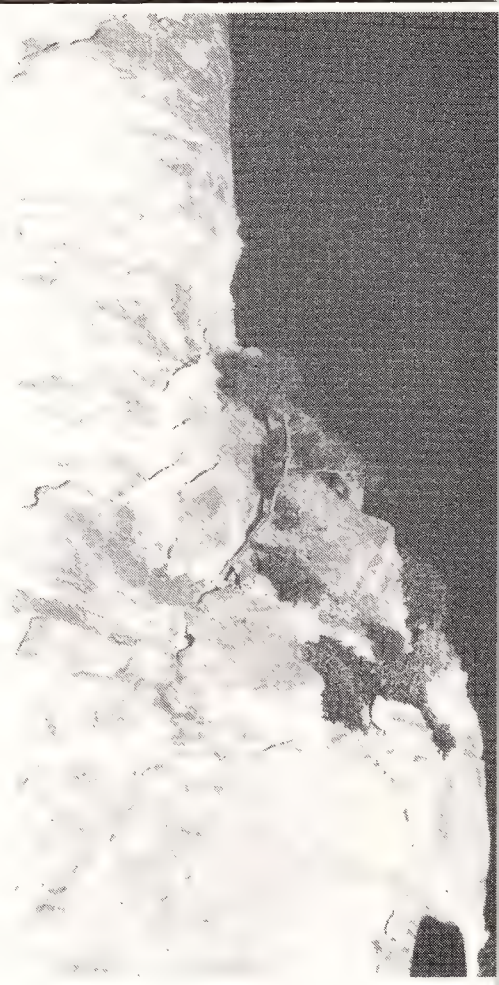
(p) Allow the masking tape on the track to dry right out. Damp masking tape leaves its adhesive behind on the track and everything else. Dried out again, the tape lifts adhesive and all and this saves a lot of cleaning.

There will be quite a few fissures and the like of bad joints that worried us in the beginning. To cure the worst of these, we had a triangular mould of some depth that represented a rocky outcrop. It was only about 8" on each side of a roughly equilateral triangle. We have used it at least two dozen times, sometimes in a single application, sometimes in as many as half a dozen applications, one on top of the other, to get a real burst of rocks in otherwise reasonably bland areas. Something like a mini Hanging Rock.

Yet, for all these applications, no two uses are identifiable as having come from the identical mould.

Every one of our moulds is capable of multiple use by different positioning and every time they come out visually unique. This can be accentuated and altered by the lighting, by varying the choice of moulds that will be neighbours, by using half or less of their size. Experimentation keeps on showing the endless variety that is obtainable from only a few moulds, and almost all of them have one or more features that can be used to mask those fissures that should not have occurred in the first place.

The smaller flaws have one great ally — Woodlands Scenics or its equivalents. It will have to wait until we talk about vegetation, but the knowledge that it can cure just about any visual sin is a comfort when first that sin is discovered and we begin to doubt that we'll ever get it right.

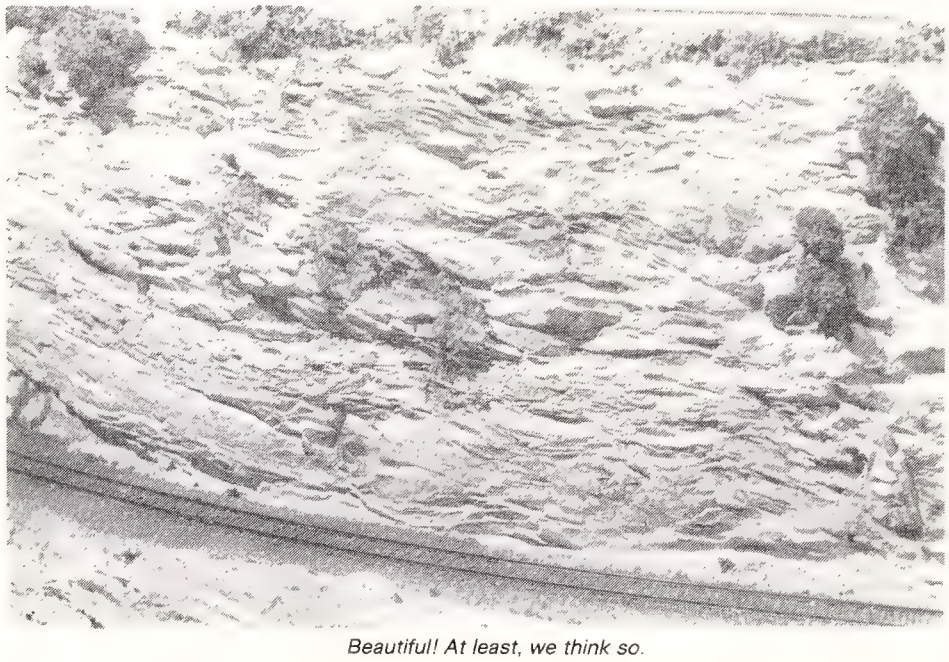


*The same triangular mould was used six times on itself to produce this outcrop of rock. The trees are about to be felled on Mt. Florance.*

The next step was patience until our rocks had dried right out. Then we moved in on the preliminary colouring, vegetating and early detailing as a prelude to the final fine detailing that will never be completed in one lifetime. Thank the good Lord. ▪

**Other Articles in This Series Include:-**


| | |
|---|---|
| Part 1 — Thinking About It | Issue 123 |
| Part 2 — Getting Started | 126 |
| Part 3 — Bulk Scenery | 128 |

*Beautiful! At least, we think so.*

# CONFESSIONS OF A CLOSET RAILROADER

**by P.McKinnon**

It wasn't my fault. I mean, it's not as though I went looking for it. It just, well, crept up on me. One minute I was a perfectly normal, sane member of the human race (well, almost) and the next I'd fallen victim to some all-consuming passion that threatened to reduce me to a wild-eyed, toot-toot belching fanatic.

It all began the day I got a flatty. Now there is nothing particularly startling about that. People get flat tyres every day. But three things distinguished my particular circumstances from the rest; namely that I didn't have a spare in the boot, it was pouring rain and I was parked outside a model railroad shop. My enthusiasm for lugging a half-chewed tyre the mile and a half to the nearest service station had been dampened somewhat by the weather and so my inner instincts persuaded me to while away my time in the hobby shop until the rain stopped and duty called.

So much for inner instincts. Within minutes I was enraptured. A tiny locomotive leading a collection of equally tiny wagons around a track and into a semi-enclosed tunnel of chicken-wire. And then there were the miniature buildings and microscopic people in all manner of poses and ... I was gone, hook, line and sinker (or should I say branch line and ballast...).

A day later I returned to look some more, then twice again in the same week. Here was a whole world, an empire waiting to be created. Old Queen Vic. would have been proud of my aspirations. I'd have a city here, a mountain range there, a river, villages, an ocean port — the sky was the limit, and a good powder-blue, mirror-reflected sky it would be too. Across the landscape would run multiple numbers of steam locomotives, diesel and cable trolleys, all to-ing and fro-ing to my commands (with a little help from a power unit).

Then came reality!

*"Ah, how much is this beginner's set?"*, I ventured, pointing to a box containing one loco, three cars and track that looked like it would cover a grand distance of about three feet in circumference.

*"That one is a simple, basic model which we can give you for around one-twenty."*

Having checked that I had heard right and that he was in fact talking about dollars, I decided that it might be judicious to start small and build my way up. Like with one train.

*"What price is that little black engine?"*, I enquired.

*"A little beauty, isn't she sir? That one will cost you one-forty dollars, although we could probably do a little better for cash."*

Cash? Hadn't anyone told this gentleman there was a recession on? I'd driven past this shop a hundred times and each time wondered how a shop specialising in model trains could possibly survive. Now I knew.

Then I caught sight of a collection of smaller trains about half the size of the ones I had been looking at. So they were smaller — so what. I was prepared to sacrifice for half the price.

*"Um ... and what about these ...?"* A slight tremor had crept into my voice.

*"Ah, yes, N Scale. They range from around seventy dollars through to about one-forty, one-fifty ..."*

I settled for a free brochure and a bag of ballast. Well, at least it was a start.

But the battle had only just begun. There was still the wife to spar and my workmates to joust.

*"A train set? A train set ...?"*

One might say there was an element of derisiveness in my beloved's voice.

*"But trains are for kids ... they're toys ..."*

I began to have images of a grown man standing in a corner bedecked in shorts and school cap, one thumb on the controls and the other in his mouth. I discreetly kept the news about the costs to myself. It was hard enough dodging verbal barbs without having to duck cups, saucers, flailing arms and fists and anything else my wife decided to throw my way. I was too young to die.

Things didn't get any better when it came time to consider a location for my railroad empire. The spare room was out, as negotiating a track between a desk, dresser, bed, chairs, assorted piles of books, clothes waiting to be ironed and goodness knows what else would have been an engineering feat more suited to Union Pacific than my humble talents. My wife did suggest the toilet, but I think she was being facetious. On the other hand, it might have had good entertainment value.

I finally settled upon the idea of building a shed for my purposes. The only difficulty with this proposition was a certain deficiency on my part in the manual skills area. In a word, pathetic would best describe my abilities in this field. But my enthusiasm for the little mechanical creatures on wheels was such that I pressed on with my plans.

Naturally, my wife thought me quite mad, to say nothing of my workmates. Like Basil.

*"What's that you're reading?"*

*"Oh nothing, just, er, a magazine ..."*

*"Any good pictures?"*

*"Pictures?"*

*"Yeah, you know ... pictures ..."*

*"Oh, those sort of pictures ... no, just trains..."*

*"Trains?"*

*"Yeah."*

*"What sort of trains? Give us a look."*

A short pause, then more of the old *"I-thought-trains-were-for-kids"* routine, followed by a heartening *"Geez-you'd-have-to-be-mad-to-pay-those-prices-for-toys ...?"* Mind you, Basil would spend as much on beer in a week as I'd pay for one precision-built masterpiece. But then, logic wasn't one of his strong points.

By this time I was beginning to crack. People's uninformed views were starting to get to me. Surely this regression into childhood was the onset of premature senility. Surely my scale of values had run amuck. More and more I became a closet enthusiast. New equipment and pieces of track were smuggled into the house underneath my jumper. Newspapers disguised my lunchtime reading, although holding the paper upside down didn't help the credibility of this ploy. I felt like some voyeuristic old pervert peddling porn. But the job of seeing one's vision taking form was all the inspiration I needed to keep going.

Unfortunately, my shed kept falling down. This probably had something to do with my basic incompetence in carpentry. Eventually, however, I convinced the thing to hold together, although I must say I waited in dreaded anticipation of the first windy day. At last, I thought. At last my dream shall become reality. Soon the pieces will be put in place and I shall join the select ranks of those who own their very own ... sewerage drain. The letter from the local water authority hit me in the face like a slap from a wet fish. Actually, it wasn't the letter so much as the site plan that accompanied it, which indicated that the pipes would be laid in a direct collision course with my shed. Something had to give.

Today, I operate an excellent little wind-up train around our kitchen floor. Actually, it's my two-year-old's but she lets me borrow it. My shed has gone but our toilet has an excellent flushing system. Yet, despite all, my enthusiasm for miniature railways remains. I have learned a few things along the way, too. Learned that some things are to be enjoyed for their own sakes, irregardless of the views of others and that when all is said and done, adults are really only kids who are a little further down the age continuum. I have also learned that there are thousands out there who have discovered the joys of their own miniature railroad empires as I aspired to do.

I plan to resume my quest to join their ranks very soon. Probably begin with a layout in a shoe-box and work up from there. In the meantime, I'm sharpening my skills with a hammer and saw and learning how to dodge flying crockery. You see, my wife remains unconverted. On the other hand, it might be easier to lock her in the closet when I come out! ▪

# Esso Fuel Depot *by Peter Kelly, photo Ian Bird*

Have you ever combined a Kibri kit, 2 petrol wagons, 20mm high fence, an old shed and some Esso signs to become a fuel depot which can be served by road and rail?

Well, now is your chance to learn.

On a piece of plastic 210mm × 120mm put the 2 wagons (the underframes can be used elsewhere on the layout) side by side along one side about 5mm in from the edge.

From Kibri kit 9940 use part "A" (the pumping section) and put it in front of the tanks with the top pipes mounted onto the tanks.

To the right of this mount the covered platform from where the road tankers are filled.

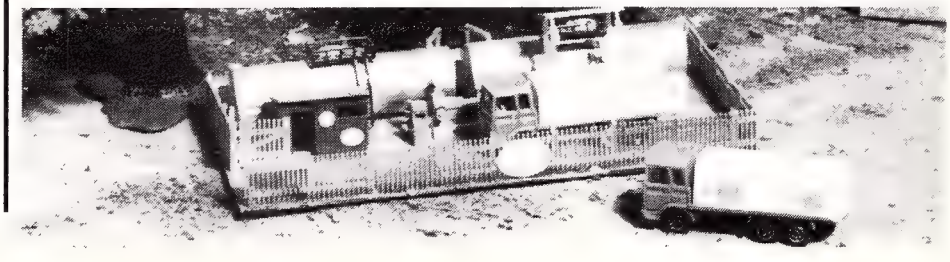
At the other end of the area place the gatekeeper/depot manager's hut and on it place Esso signs.

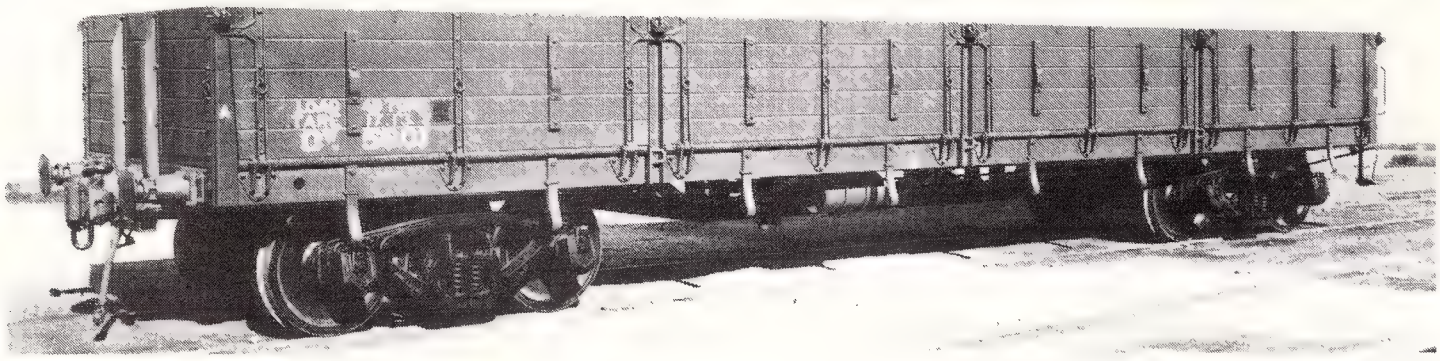
I put a pump near the hut so that the trucks could fill up.

From the petrol wagons' top a pipe feeds down to the ground.

These 2 pipes feed underground to the railway yards where they surface where required.

Finally glue the fence with its open gate in place, add more signs and use Majorette "Esso" road tankers and your depot is complete.





*OW 5801 as issued to traffic with buffers and a dark grey body, black bogies and white lettering. SAR photo.*

# THE OW GROUP OF WAGONS of S.A.R.

## by Phil Curnow

In the days of modern technology the use of wood in railway wagons seems a little out of date. In South Australia and Victoria it is possible to see open wagons that have wooden bodies and still look reasonably new. Groups of these wagons can be found on interstate goods trains loaded with containers or on locals in S.A. loaded with track components. Some are in grey but many are in the A.N.'s new green and yellow colours. Occasionally you may find one with TRUSS RODS! Is this mutton dressed up as lamb?

The truss rodded wagon is a W/AOWA class open wagon built for the SAR in 1914/15 and survived through to the 1980s with one being painted Australian National green. AMRM has already printed an article on these old timers in the Nov./Dec. 1980 issue (No.105).

The other more modern looking wagon is an OW type built for the SAR in the 1940s. With a fresh coat of paint they can look almost new because damaged wooden panels are quickly replaced. They have a steel underframe and the sides are of five instead of four planks. Whereas the W class have door fittings made of flat iron, the OWS has castings with a raised edge around the parts and a gentle taper to some of the longer sections. They have four side doors and the posts between the doors are removable for lengthy loads.

Construction of the OW began during the 'War Years' when steel was not plentiful so they were fitted with a fabricated centresill made of angle iron. Fifty wagons were built at Islington and numbered 5801-5850. They had a tare weight of 17 tons and a capacity of 40 tons of bagged wheat, 25 tons of coal or 15 tons of coke.

During 1959/60 a second batch were built using the underframes from old O class open wagons so this group have rivetted or 'solid' centresills. Around this time SAR had begun numbering all new wagons from 1 instead of a system which gave a block of numbers for each new class. With the proposed modifications of the 5801-5850 group in mind the new batch of fifty wagons were numbered OW1-25 and 76-100.

Some conversions may be of interest. In the early 1950s the narrow gauge lines in the South East were being broadened and a fast goods service was introduced to Naracoorte. Containers of perishables and mail were carried in OWP class wagons which were OW type fitted with ride control bogies and had their capacity reduced to 30 tons. The first two OWP were numbers 5849 and 5850 but over the next decade a total of more than 60 were converted with random numbers selected.

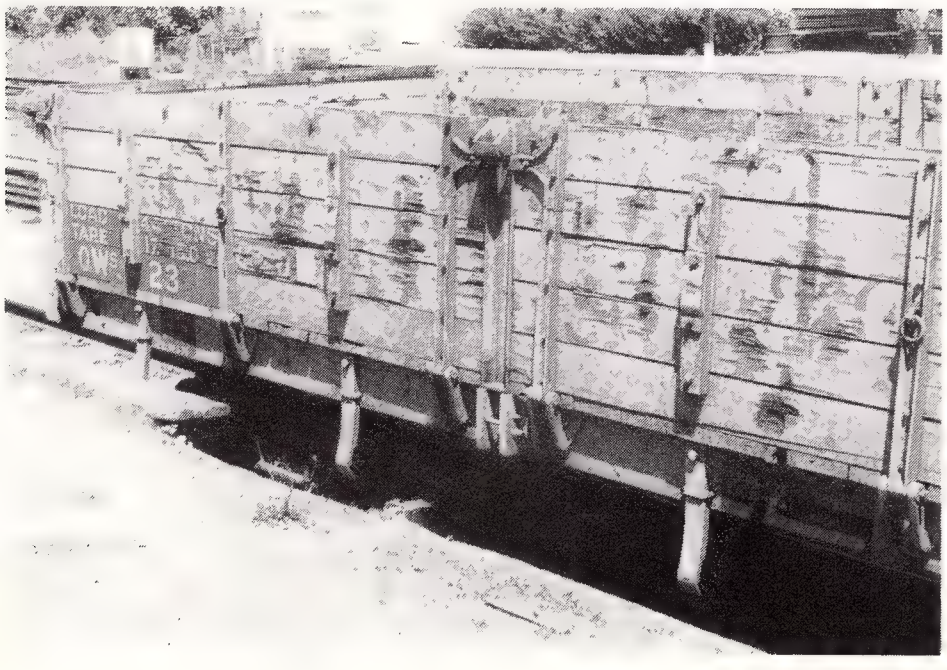
In the early 1960s a fast goods service began between Adelaide and Melbourne and special wagons were chosen to be on this 60 mph service. In 1963 the first OW was converted and equipped with bogies fitted with journal stops and later with roller bearings. The wagon capacity remained at 40 tons. A plate with a black S on a white background was added to each right hand door and the adjacent end to indicate the higher speed capability. Once again, the selection of wagons for conversion was at random, while the converts were renumbered from OWS 1 when reissued to traffic so the two centresill styles are intermixed in the numbering.

Of the solid centresill style, 28 were converted to OWS in 1963, 17 in 1969 and the last four in 1977 by which time one wagon had been condemned. The original 100 numbers for the converts were extended to 103 due to a mixup and to avoid the possibility of duplicate numbers. In 1982 a total of 95 wagons were still in service. The original OW and OWP classes were extinct about 1977.

In 1967 OW 5819, 5838 and 5844 were converted to flatwagons and renumbered FWC 1 to 3. These carried 40' containers between Adelaide and Port Pirie as part of the Commonwealth Railways' Northern Territory service. The doors and ends were removed, container locks fitted, tare lowered to 14 ton 18 cwt and capacity raised to 44 ton.

One modification to the OW family of wagons that is not readily visible was to upgrade the couplers. In 1967 the use of triple 930 class diesels on South Line goods trains was permitted with a tonnage limit of 1650 ton. Some of the older coupler draft gear had a limit of 1100 ton so a list of wagons that had to be specially positioned in these trains was prepared. A total of 25 of the OW family were listed. Eventually the old Farlow draft gear equipment was replaced and the restriction was lifted. This restriction may be of use to modellers as an excuse for keeping their lighter than standard weight wagons to the rear of trains. I've included a listing of OWS numbers and underframe types and then, to really glaze your eyes, a few examples of the conversion of particular wagons have been added.

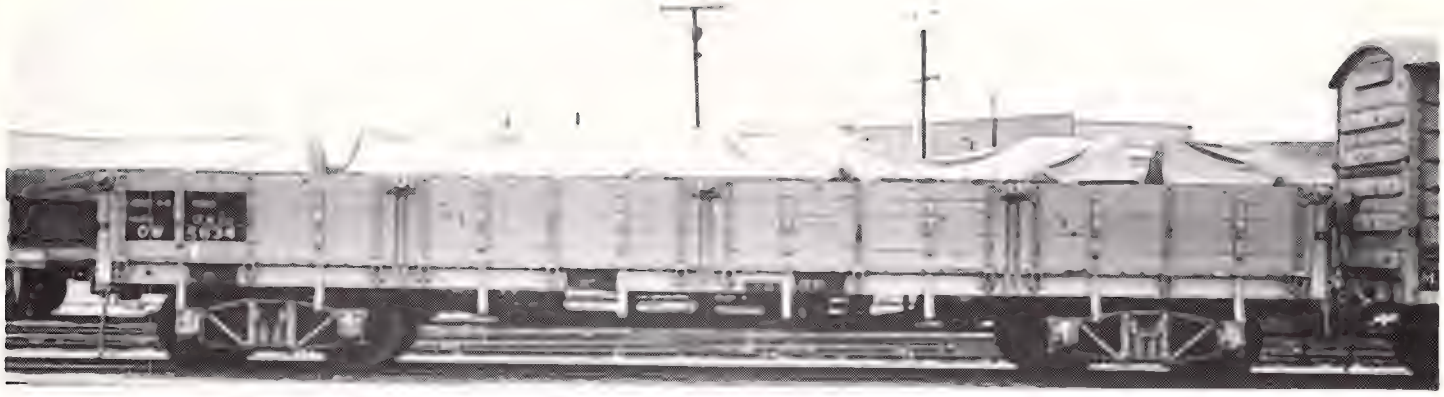
I mentioned earlier the damage to wooden panels. On the OW group the most susceptible were the two ends. A steel skin with pressings



**Right ➡**
*OW 5834, OWS 41, OWS 13 and AOWY 54-D represent the variety of underframes, bogies, colour schemes and logos applied to the OW group through the years 1968-1983. Photos by Dean Jackson and Phil Curnow.*

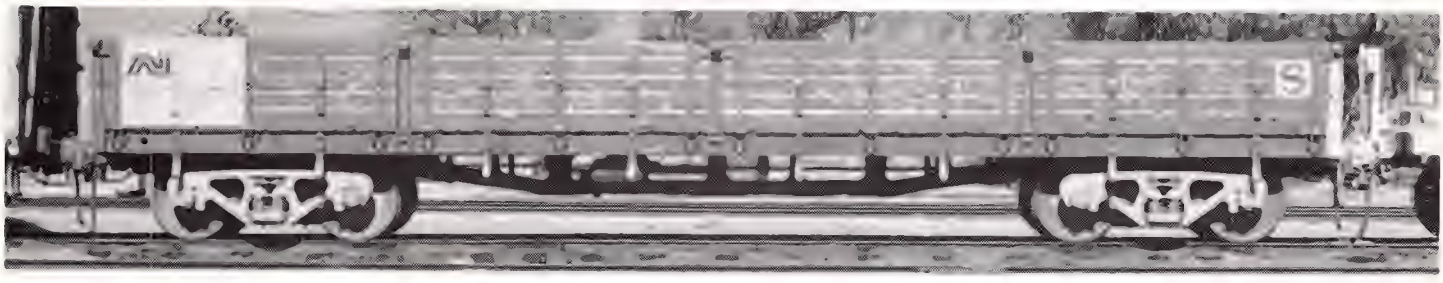
*This photo is of a fabricated underframe during construction at Islington. SAR photo .* ➡

⬅ *Door details of OWS 23.*



S

SAR
S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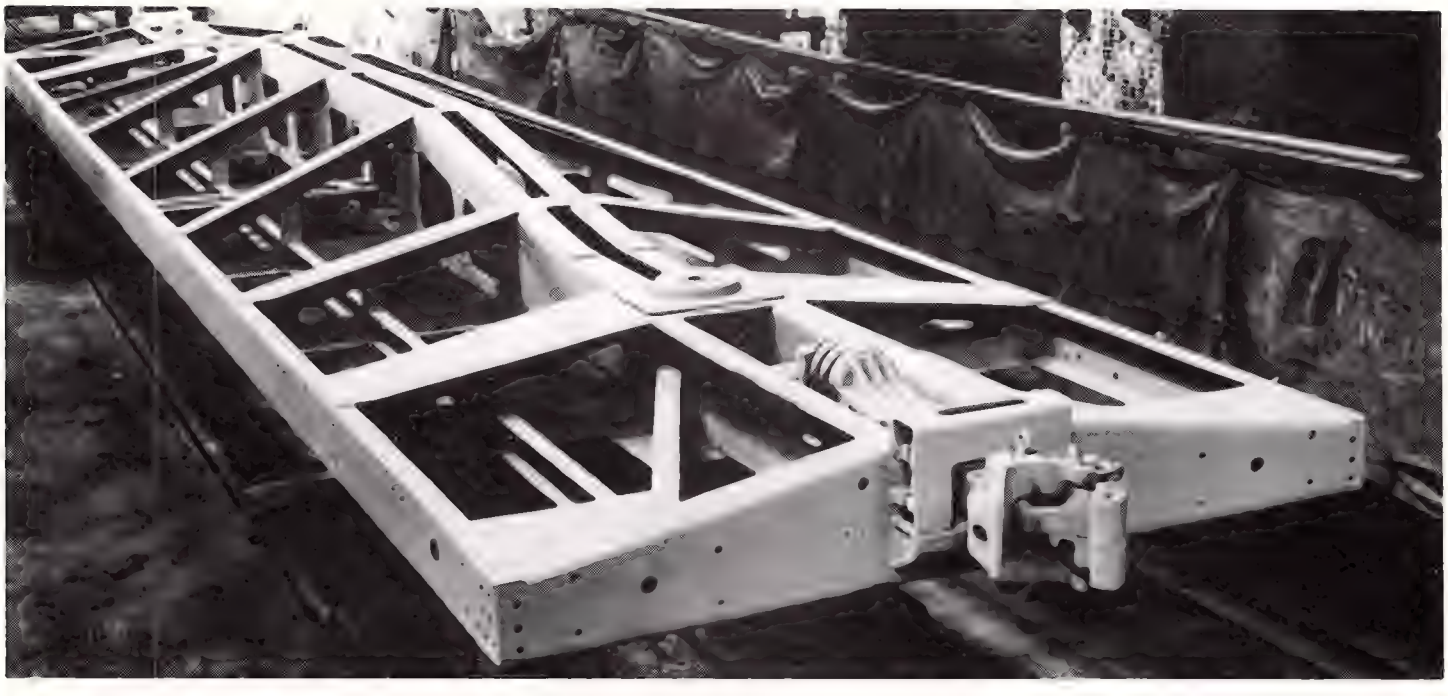
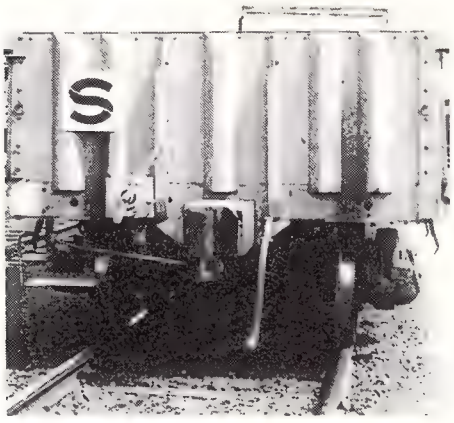
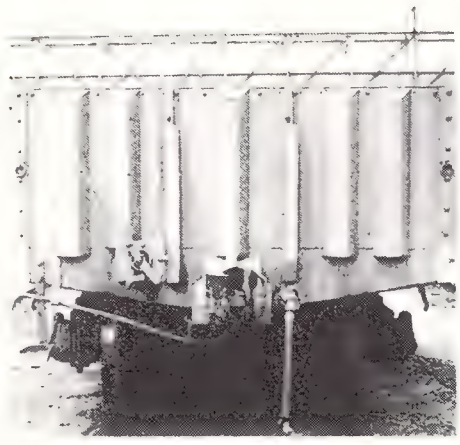




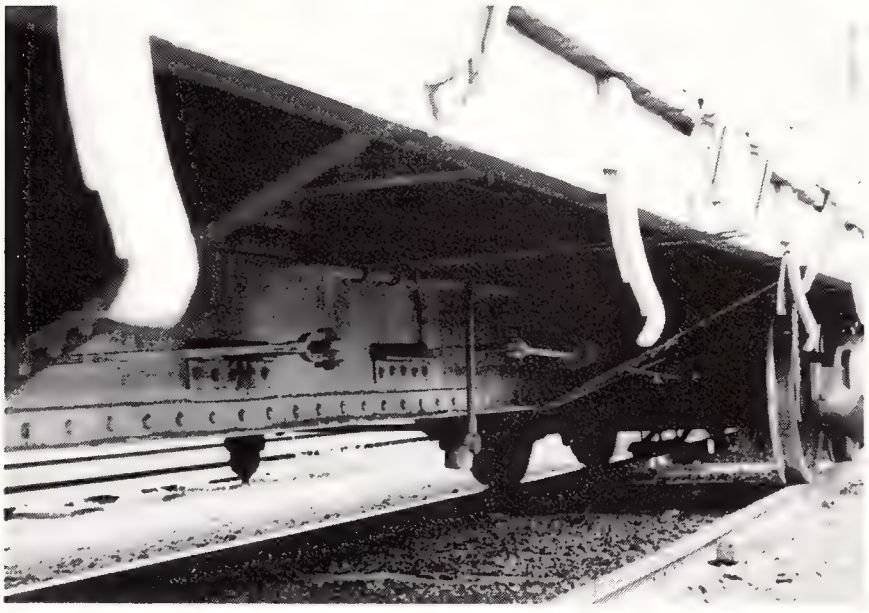



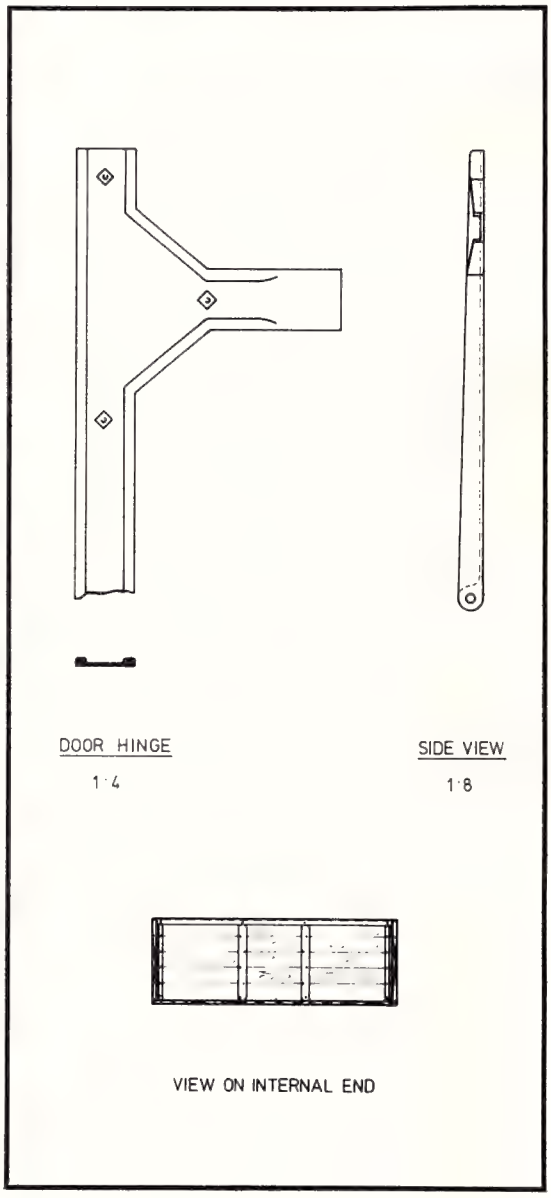
and angles for rigidity was added around the same time as conversion to OWS was underway but note that the S didn't mean steel end as I have seen the OWP type with steel ends.

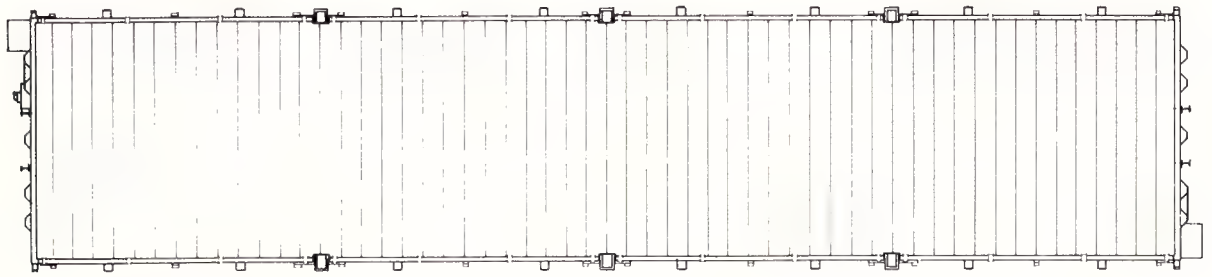
If this tale seems confusing, perhaps it is time to get into second gear and discuss colour schemes. Prior to the early 1960s the general SAR wagon colour was dark grey with white lettering and black bogies. The change to OWP was only noted on the code board. From the mid 1960s the colour changed to light grey body and bogies with white lettering now on a black background. By 1970 nearly all the dark grey wagons had gone

The change to OWS was indicated on the code panel and the S plate. In the late 1960s the SAR logo was added to most rollingstock and for the OW group it was in red and usually

*On this page is a comparison of end and centresill details. Note that the fabricated underframe's endsill slopes down toward the coupler. The rivetted underframe has a straight endsill as shown on OWP 99 which was photographed in 1972. Photos by Bob Gallagher and Phil Curnow.*







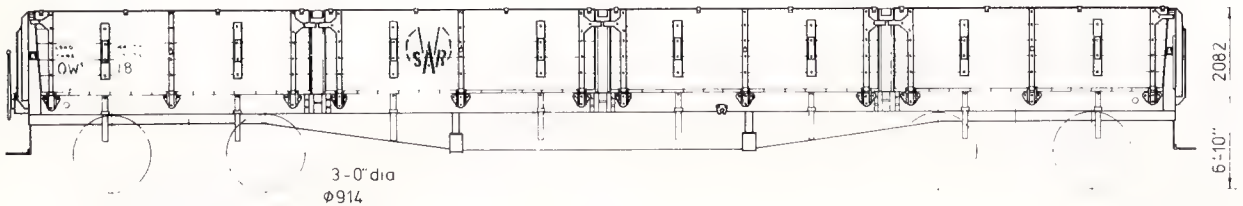
0 1 2 3 4 5 6 7 8 9 10 feet
0 1 2 3 metres

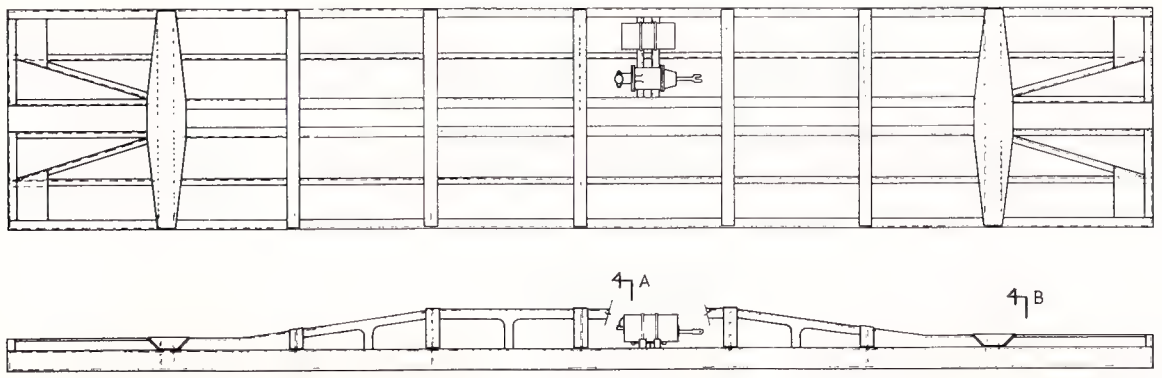
DRAWN R JOHNSON 7MAR79

# OWS

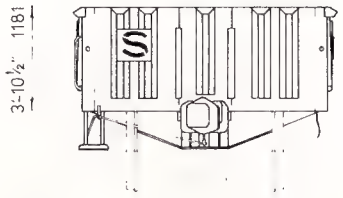
5 Plank drop side general purpose
Bogie goods waggon

SAR

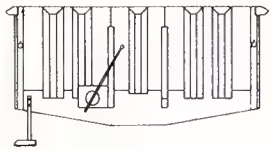



FABRICATED UNDERFRAME



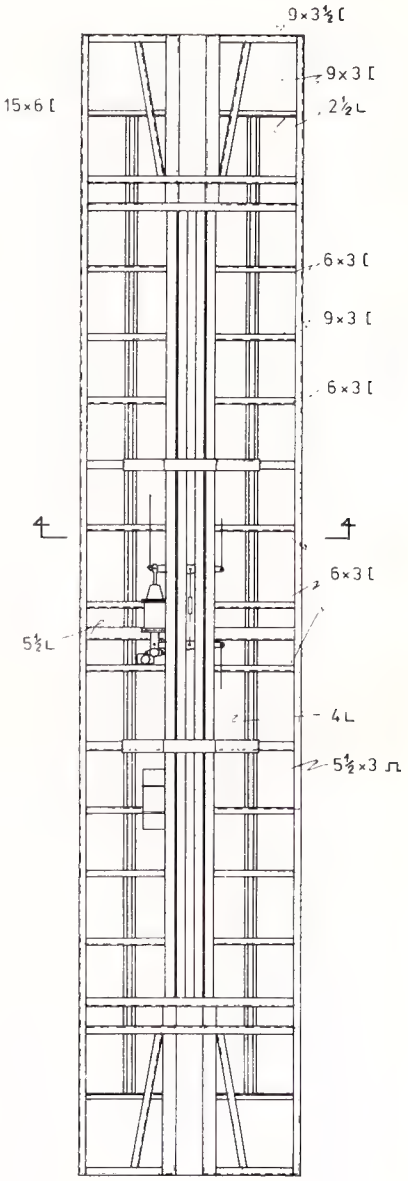

'A' END



'B' END

Fabricated underframe showing alternative shunter's step

SECTION A SECTION B

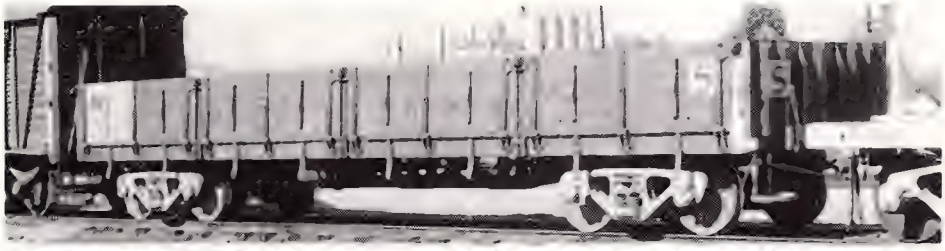


OB UNDERFRAME

on the second door from the left. Because the red faded rapidly, the colour was changed to black in the early 1970s.

When Australian National Railways took over the country operations of the dismantled SAR, it introduced a general colour scheme change to red/brown but there were a few exceptions. Bulk proofed wagons and wooden bodies retained their grey colours. A red OWS may have been released but I haven't seen one. In 1979 the code was changed to AOWY to conform to the new standards. Later the black background was deleted and the lettering was simply black onto the wagon grey. Usually there was no 'boxed ANR' logo, although a few received it.

ANR became Australian National with another colour change in 1982 to green and yellow with no exceptions. Instead of the code board always being in the bottom left corner of each side of a wagon, it could now be on a yellow panel with logo and placed anywhere such that when the doors were open the code was not hidden. This presents a few selection problems when the side is all doors as on the AOWY. The first to be painted green was AOWY 14 which lacked the yellow panel and black logo but had the usual lettering in yellow at the bottom left corner. Since then the yellow panel with black logo and code lettering has appeared on the first door. The code details were not painted on the wagons ends because this would cause visibility problems for guards without elastic necks. Note that only the AN logo is now used on wagons as the full Australian National lettering has been deleted and instead a thin black line separates the logo and code.



*Another view of AOWY 54-D. It has a green body, yellow bogies, yellow panels, black logo and code letters, black S and a white corner post to denote that this is the handbrake end.*

*In 1973 gondola OB 397 derailed and was tipped on its side at Verdun. The visible detail is virtually identical to that on the later OW type.*

*You've heard of reverse coloured diesels – well here is a reverse code board. I've also seen a reversed X board on a refrigerator van. The photo of AOWY 92-Y was taken in March 1983 at Ballarat. Now you can use some of those decals that you thought were wrong. AOWY 93 also has a reversed S on one side.*

*AOWY 31 near Dynon in 1983. The second door has been repaired with plain sheeting instead of planks. The older style bogies have had the plain bearing packages and axle box lid replaced with a roller bearing package.*

The traffic uses for the AOWY group shows that it is a 'general purpose' wagon. The original quoted tares for bagged wheat, coal and coke reflect traffic trends in the 1940s but would be most surprising nowadays. They are not suitable for bulk wheat or super and may carry metal slabs and ingots placed over the bogies provided the loading is suitably braced against movement. When SAR operated as a general carrier and carried small loads anywhere, they could often be seen with a few drums at one end, cartons of bottles or steel piping along the floor and heaps of galvanised iron in standard sheets.

With the closure of many of the small wayside stations and great reduction in LCL (less than carload) traffic due to truck competition, the AOWY are most frequently seen with loads of standard containers. Other popular uses are to carry track panels and turnouts whenever sidings in the Mallee lines are being extended for silo traffic. Bales of hay, scrap paper and wood products which all require tarpaulins covering irregular shaped loads are also frequent. As BGB kits have shown, the choice of tarpaulin colours are several greens, yellow, blue and an orange with several number styles. It is common to see two different colour tarps on the one wagon. Other loads are of the light and awkward type such as water tanks and super augers where removal of the door posts during loading is an advantage.

Another variation has been introduced with the standardisation of the Adelaide to Port Pirie line. A group have been classes AOWL and are used to transport sleepers from the Gilman yards via the bogie exchange plant and onto the standard gauge for track resleepering projects.

**The Model OW**

The OW has been produced as a wooden kit by two companies. In the 1970s Northwestern Models introduced their version which sold for several years. Recently BJ Models have released a similar wooden kit. A cast kit would be fragile due to the need for thin sides. ▪

**A Selection of AOWY Class Wagons Seen Recently**

| Centresill Style | Solid | 'Fabricated' |
|---|---|---|
| AOWY number | 2, 3, 6, 7, 10, | 24, 26, 29, 31, |
| In 1982 a | 11, 14, 15, 16, | 33, 34, 35, 36, |
| computer check | 17, 18, 21, 23, | 37, 38, 39, 40, |
| letter has been | 24, 37, 54, 69, | 41, 43-50, 52, |
| added to all nos. | 76, 77, 78, 79, | 55, 56, 57-66, |
| e.g. AOWY 54-D. | 81, 83, 84, 85, | 68, 70, 71, 72, |
| | 86, 87, 88, 90, | 103 |
| | 92, 94, 95, 96, | |
| | 98, 99 | |

**Some Conversion Dates and Wagons Numbers**

OWP 23 to OWS 23. OW 5835 to OWP 59 and OW 5846 to OWP 60 – all in 1967

OW 5804 to OWS 33. OW 5815 to OWS 65 and OWP 33 to OWS 67 – all in July 1977

OW 5816 to OWS 102 and OW 5834 to OWS 103 – in March 1977

# AMRM NEWS

**Compiled by Bob Gallagher.**

Last issue, like all issues of AMRM, we set out to present something of interest for all readers. As it was our Xmas issue we also presented something special for one particular section of our readership — the nit pickers, that fastidious group whose prime objective seems to be the finding of errors, no matter how small. Well, in issue 129 we presented a few, just for our nit pickers, and if you missed them you will find the corrections elsewhere in this issue under the 'Derailments' heading. Oh, by the way! For those who pointed out that we duplicated a photograph in Paxton, may we point out that there was a difference, and not just the colour.

**HELP! HELP!**

Hopefully, next issue, we will be presenting the second part of the NSWR Rail Tractor article covering the X200 class. While we have been fortunate in the colour coverage of the early series X200, we do not have a good selection of the latter series and hope that a reader can help us. As we will need the colour slide or print immediately, it will need to reach us by the first week in February, so please check your collection and send us a shot or two.

**Pilot or Sample**

It had been brought to our attention that modellers are misinterpreting the meaning of Pilot and Sample in respect of proposed brass locomotive models.

As a rule of thumb a Pilot model is usually one that is built, often in haste and which becomes the basis for alterations and/or additions required by the contractor here in Australia. In many respects it is nothing more than a glorified mock-up or an *impression* model.

The Sample model, on the other hand, is usually the first of the production run, sent in advance to whet one's appetite. Thus what you see is what you are going to get.

So next time you make that special trip to your hobby shop ask just what model it is you're looking at. Of course the onus must apply equally to the shop owner to correctly label the model if he has it on display, else he is openly inviting criticism.

**Colour Subjects**

Some time ago we made an appeal for subjects that could be covered in colour. The appeal was without result. Once again we make an appeal, either by request, where the reader will ask for a subject, or by suggestion where the reader will supply the subject. To continue effective use of colour in AMRM we will need your support.

**Modelling a Locality?**

One of the popular modelling modes among NSWR modellers is to model a specific locality. This has been attained by utilizing a trackplan of a station, no doubt gleaned from an article in an ARHS Digest. The subject is studied at length not only by field visits but also from close reading of other railway books. Then, if the modeller has been unable to find any additional information, he usually allows his imagination to take over in providing local industries by which to create traffic. How many in our ranks are aware of the resource available for studying a locality, a resource that will without doubt provide the information that will enable the modeller to not only add atmosphere to his scene but also to enable him to understand the operations of his subject.

The resource is of course newspapers. It is utterly surprising what is contained in country newspapers, especially those of fifty or more years ago. One must bear in mind that the railways were a very important feature of most towns, an as such the coming and goings of the station master and his staff is often reported. This detail can get down to when he caught measles, broke his leg or even died in the service, but it can also include the embryo and growth and then death of an industry that closely involves the railway.

Recently, when involved in newspaper research on another subject I came across the details of the rabbit industry in the Lake George district. This detail included the forming of the company, the building of the abattoirs and of course the first shipment. Regretfully there was not a photo of the building, nor was there any complaints when myxomatosis (had to use the Macquarie Dictionary for that one) was introduced but the closure of the industry was clearly noted. Yes the number of shipments per week were listed as well as the price per head being paid, but there was no reference to the type of vehicle being used to carry the carcasses. There is little doubt newspapers can be used in research, the only difficulty being access. For Sydneysiders, the State Library is the place to visit, but local country libraries or newspaper offices are just as good. Try this mode of research, you never know what kind of information will be unearthed.

Before closing this subject, did you know that the first refrigerated railway car for transit of rabbits by train to Sydney during Summer was run in December 1903. If you did know, what was the code of vehicle? Please let us know!

## COMMERCIAL NEWS

**Arrivals**

While the modelling scene has been very quiet lately a few excellent models have arrived in the shops and these have been led by the latest Broad Gauge Models kit, the VR I truck. Not only is the detail on these kits improving but the manufacturers have also provided the correct sized, correct spoked wheels for the wagon. It is not hard to remember back a few years when local modellers were extremely happy to obtain a 10.5mm wheel, let alone spokes. Boy, modellers are spoilt these days.

On the subject for being spoilt Berg's Hobbies have released the D57 and D58 locomotives. While these were made in Korea by Samhongsa, and are excellent models it is not difficult to compare them with the original D57 made in Japan for Berg's. At the time of release there was much criticism of the model, but a comparison with the modern day version suggests that those among us who complained were possibly a little too fussy, for the old D57 is very comparable, so comparable that this writer was not even tempted to update.

Other releases include the Stephen Johnson Models produced 'Creamy Kate' railmotor, the ALCO H class 'Heavy Harry' and the Trax 48 class diesel locomotive. Comments on the 48 have been varied, and it is obvious that while some modellers are quite happy with their purchase others are not. Something in common with most models.

Broad Gauge Bodies have released the SOC concentrate wagon and the SAR 500 class steel passenger car which has proved to be very popular with modellers.

**Expected Arrivals**

Berg's Hobbies have had a sample of the NSWR 46 class electric loco on display, a photo being included in this issue. Built in Japan the model inspected showed a good resemblance to the prototype and has detail and craftsmanship equal to Korean built models. Detail includes working pantographs, builders plate, etc. Running qualities are superb, and it is interesting to note that a colleague, as a reason for not making his monthly visit to the Parramatta shop commented that "he would be too tempted to buy the model", and he hates electric locos.

The Samhongsa built pilot of the VR S class came to hand in Melbourne recently, a photo of which can be seen in the BGM add this issue. Comments on the model are very complimentary, and quite a few modellers are keenly awaiting its arrival in 1985.

Another pilot model seen in Melbourne recently is the VR B class being built for ALCO. Again comments are very complimentary, and likewise, the arrival of the model is keenly awaited.

Information to hand from Broad Gauge Models is that their M van kit has been given its first run on the moulding machine and will go into production without the need for any extra work. On the surface this would seem to be good planning by BGM, but when one considers that the VR M van is a very complex van, and that BGM have been producing kits equal to the standard set by Camco with the GSV and CW, then VR modellers are in for some very good kits. With the announcement that they plan to produce the VR I wagon, BGM are tackling what has to be the most difficult vehicle in the VR fleet. If successful, this model will no doubt become the standard setter in polystyrene moulded kits.

Melbourne is not having it all its way with the availablity of pilot models, for Casula Hobbies had a pilot of their 81 class diesel on display recently. Those sighting this model either confirmed their desire to purchase or doubled their order which speaks very highly of the prospects of the model. It is interesting that the model will be made available in two styles, as originally introduced and as now introduced. It is understood that despite the recent publicity on the old livery, the model will only be supplied in plain brass or the Candy Stripe Livery and this is despite the addition of a second modeller being interested in a pre candy stripe livery paint job.

Another sample seen recently is the Trax FS and BS coaches. Those who have seen the pilots seem to be hedging their bets as to the accuracy of the models.

**Future Arrivals**

Another plastic model is scheduled for release soon in the form of a NSWR 40 class. Like all readers we can only await the details to be released in next issue of AMRM. There is at least one reason to place your order for the April issue now.

Decals scheduled for release by Broad Gauge Bodies include an 'Allens' and a 'Haig' U van decal, and a new tarpaulin for the SAR Ob is on the shelf ready for shipment. Kits planned include the 600 class and 700 class steel passenger cars.

Information to hand suggests that the Lima 422 is on the water while the Tyren VR F class has been delayed a little.

If one listened and believed what every modeller said, a trip to the funny farm would be a cert. The comments made recently when the AD60 was announced reflect this. "Fancy paying that much for an engine" . . . "brass is dead" . . . "no one will buy it" were just some of the comments. Well, just have a quick look at Mansfield Hobbies advert this issue. Not only has the number on order increased but it does appear that the price has dropped. It just goes to prove that if you set a high standard and maintain it, the purchasing public will support you every time.

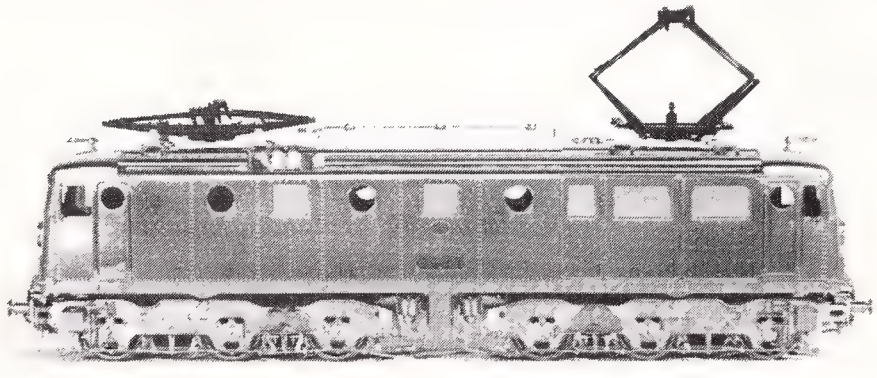
## DERAILMENTS

*The correction of a few errors in Issue 129 of the Australian MODEL RAILWAY Magazine.*

The locomotive on the cover was 4802, not 4804 as indicated on page 11 and the captions for the colour photographs of Paxton on page 18 were transposed.

In the 1984 Club Listing the phone number for the Secretary of the Nepean Sub Branch of AMRM was incorrectly listed. The correct number is (02) 623 8780.

A considerable section of the feature article CLIFFORD QUARRIES PTY. LTD. by Brian Daly was omitted, the missing sections of text being included in this issue. Sincere apologies are offered to the author and readers for this unexplainable error.



*Berg's NSWR 46 class electric.*

*6019, proudly owned by Terry Flynn, passes under the roadbridge on Ray Pilgrim's layout during the layout visit on the Sunday.*

# Mini Convention – Rockdale 1984.

**Notes by Ron Cunningham.** **Photos by Jack Parker.**

On Saturday 18th August 1984 over 70 modellers attended the second NSWR mini convention to be held at Rockdale. Organised by James McInerney and Ray Pilgrim the convention utilised the clubrooms of the NSW Branch of the Australian Model Railway Association. The theme of this year's convention was 'Modelling the Railways of N.S.W.' and the prototype interest of the audience was therefore almost entirely that of the NSWR/SRA.

Six talks were presented during the day covering a judicious mix of modelling theory and practice.

Terry Flynn started the proceedings with a discussion on how to get rolling stock to run properly. The talk was built around a table of suggested weights to be developed to suit Australian prototype rolling stock, especially four wheelers.

Ian Dunn followed with a demonstration on brass locomotive painting. For almost everyone present who has not been game enough to paint their own brass locos, this demonstration was an eye opener. In twenty minutes Ian painted a loco, whilst at the same time dispensed tips on painting technique, to the astonishment of all present.

Next came a talk, spread over two sessions, by Ray Pilgrim and Ron Cunningham where a wide range of theoretical and practical concepts involved in designing and building a NSW prototype layout for operation were discussed. Ian Dunn then returned to weather a locomotive, again to the amazement of all.

James McInerney took up the discussion of layout design with a talk on modelling pioneer branch lines. He used his excellent diorama based on Grenfell flour mill as a focus for the discussion. Finally, Jack Parker wound up the formal presentation for the day with a practical talk and demonstration on model photography.

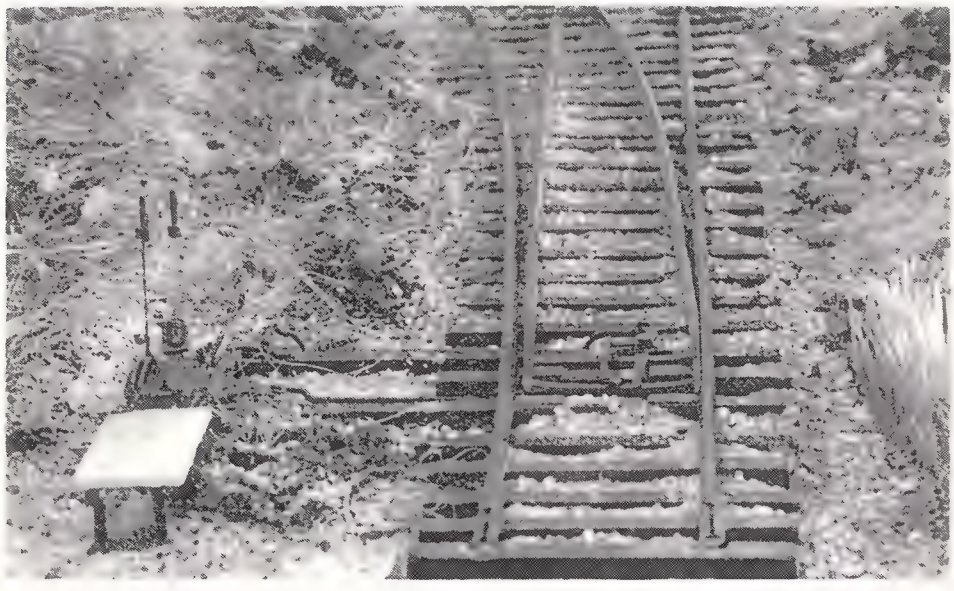
The programme included a modelling competition which was judged in the afternoon and the Saturday activities were brought to a close with a repeat of last year's successful discussion forum. The modelling competition attracted some excellent entries. However the awards were dominated by John S. Glastonbury.

One pleasing aspect of the competition apart from the high standard of the entries was the provision of prizes for the competition by Casula Hobbies and Keith Hudson's Modellers World. Casula Hobbies also provided a prize for a raffle which was conducted to provide working capital for next year's convention. It was gratifying to see these hobby shops supporting the hobby in this way.

Another feature of the Saturday's activities was a modelling display in which modellers were invited to show their favourite models. Not a large number of models were displayed and the convention organisers are already examining ways of overcoming this next year. This aspect aside, one of the most enjoyable aspects of the whole day was the display of James McInerney's Grenfell flour mill diorama. It is one of the finest dioramas seen in the hobby for the last fifteen years. The attention to detail, innovative techniques especially in groundcover and the overall standard of presentation made this diorama one of the talking points of the day.

On the following day, 28 modellers journeyed south to the home of Ray Pilgrim for a look at his layout which is based on the Upper Hunter region of N.S.W. This fine layout incorporates the Bylong exhibition layout and provided those who attended with a practical demonstration of much of which was discussed the day before.

By 6.00 p.m. when the last conventioner left the mass of questions directed to the organisers and the number of comments indicated that many modellers were inspired by the weekend's events to further their modelling endeavours. All in all, the convention was acclaimed by all who attended to be a major success. Already arrangements are being made for next year, when another competition will be held in conjunction with the mini-convention. ■



*Detail on James McInerney's 'Wombat Flour Mill' module (fully illustrated on top of the next page) is excellent, as can be seen from this photograph of the point and ground frame.*

*Wombat Flour Mill*
*A simple scene showing plenty of detail. AMRM regulars will read more about this module in a future issue.*

## Competition Awards

As indicated in the text, John S. Glastonbury took out all the competition awards with his HO scale models and the accompanying photographs illustrate why.

*The 'Dairy Farmers Milk' tanker won the scratchbuilt rolling stock section.*

*1805 won the scratchbuilt locomotive section.*

# CLIFFORD QUARRIES PTY. LTD. – Corrigendum

*Part Two of Clifford Quarries Pty. Ltd., written by Brian Daly was published in the December Issue (No.129), unfortunately with a major omission. Part of the Bucket Elevator section, plus the Lever Construction, Overflow Chutes and Covered Belt Tunnel sections was deleted. These sections are hereby included:-*

**Bucket Elevators** . . . *continued*

The differences between the up elevator rollers and this roller are that the distance between the two 1' discs is reduced to 1'9", and the axle length is increased to 4' (a little longer if 2' stairway is used and trimmed to size before fitting). Make a roller to the new dimensions, paint and glue into place. This roller ends slightly offset due to extra width of the stairway.

Both the bucket elevators can now be located and glued onto the rollers with ACC glue.

**Lever Construction**

There are twenty levers on the sides of the building to operate the trap doors in the flooring. I made mine from 0.4mm (1/64") copper sheet but they can be made from almost anything.

Cut strips of copper a scale 3" to 4" wide. If you use copper as I did, roughly restraighten using long nose pliers. Hold one end of the strip with pliers and wipe the edges with emery cloth. Be careful as edges will cut easily. After the strips have been straightened correctly, cut twenty 9'6" lengths for the lever, twenty 2' lengths for the rod to the trap doors and twenty 5' lengths for the lever pivot.

Hold the 5' length in the centre with small needle nose pliers and fold back on itself to form a U, insert a 9'6" strip in the U and crimp with pliers. Complete this with the other nineteen lever pivots. One foot from the U bend each leg 90° (see Fig.7, detail 'C') and cut each 6" long.

Reinsert the 9'6" levers in the pivots, crimp tightly and fix with a drop of ACC glue.

The lever should be 90° to the pivot. 2'9" down from the top of the pivot glue a 2' length of copper onto the lever at 90° to it and in the same direction as the upper component. The portions of the lever assembly which come into contact with the building are best painted now. I painted after fixing them to the building and had a problem. Mine are painted a matt black to achieve contrast with the grey woodwork.

Glue eleven levers to the clean side of the building; the rod to the trap door goes under the flooring and the pivot arm should be on the fourth board up from the flooring. Glue in the centre between posts.

On the other side there are only nine levers starting from the end furthermost from the bucket elevator. The painting of all the levers can now be finished (see Photo 8).

**Overflow Chutes**

Cut approximately 60' or so of 0.020" styrene 15" wide. Cut one end to 45°, mark off 4'6" and cut to 45° parallel with the other end (see Fig.7, detail "b"). Make ten sides in the same manner. Measure down the second angle 6" and cut back at 45°.

For the bottoms and backs of the unit cut a length of 0.020" styrene 9" wide. Cut five pieces 6" long, five pieces 2' long and five pieces 2'9" long. Glue the sides to the bottom pieces (2'9" long), then the back pieces (2' long) and finally the small portions to the front (6" long).

Sand all the joints flush and smooth. Remove the excess length off the back. Using ACC cement, glue one onto the furthermost bay from the elevator. The top of the chute should be 10' up from the floor boards. Glue three more on alternate bays (see Photo 9). The fifth chute is the oversize stone chute located in the last bay at the elevator end and is also mounted 10' up from the floorboards.

Four 4'6" lengths of small gauge piano wire are required. Using a drill to suit the piano wire selected, drill a hole in the four overflow chutes 6" down from the top of the chutes and in the centre. Take the holes right through the woodwork to give strength to the rods. Insert the rods until 4' remains out from the chute. Fix in place with ACC cement.

The piano wire I used was rusted so I did not paint the rods. The chutes are painted a light grey with a few rust streaks at the edges.

The bin size under the oversize stone chute is made from styrene. It is not shown on the main drawing but can be seen in Photo 10. Cut two pieces 5' x 3' from 0.020" styrene for the front and back – two pieces 2' x 3' for the ends and two pieces 5' x 1'9" for the bottom and false bottom. Cut 1' off one of the 2' x 3' pieces to make the 2' x 2'.

Glue the 2' x 3' end section to the two sides then the 2' x 2' end section to the top of the other end. Trim the bottom if necessary and glue in place. The false bottom is glued inside in the bin at an angle of 30°.

To support the bin cut a length of 9" x 6" timber 3'3" long and glue onto the top of the end floor bearer. Two 4'6" lengths of 6" x 3" are glued on their ends one near the posts and the other 2' out. After painting the timber additions, fix the bin in place. The bin is also painted a light grey with the odd rust at the corners.

**Covered Conveyer Belt Tunnel**

The flooring for the tunnel between the upper structures sits on two 12" x 6" bearers. The top drawing in Fig.6 can be used to angle cut the ends of the 12" x 6" timber. Cut 15'6" and angle cut the other end. Cut four joists 6'9" long and three joists 3'6" long from 3" x 3" timber.

With the two bearers 3'9" apart outside to outside, glue one 6'9" joist to each end making sure of equal overhang and squareness. Mark off two 2'6" centres from the left hand end and three 2'6" centres from the right hand end. Glue a 3'9" joist then a 6'9" joist etc.

Planking for the walkways can be seen in Fig.6. Made from 9" x 3" timber, the planks on one side extend the whole length, while on the other side the planks only go approximately 1' past the third long joist. For the conveyer belt, I used a 1'6" x 3" piece of timber painted a dirty black on the underside to represent the rubber.

I cut pieces of 25mm x 1.5mm balsa to act as height gauges for the platform just constructed – one a scale 8'9" high. The other gauge was made to sit on the small structures' landing railings and should be 12' above the main roof peak.

The smaller of the two structures can now be located approximately in position using the height gauges sitting on top of the roof and resting against the building, the other on the railings. Check that the platform fits neatly between the structures. The distance between the two should be 15'. When everything is to your liking, mark the position of the smaller structure and glue into place. Reposition the height gauges and glue the platform into position, noting that it is off centre and is 1' in from the rear edge of the structure (see Fig.6).

From Fig.6 cut from 1.5mm balsa two end sections; fix one on the structure walls at each end of the platform. Cut and glue a length of 6" x 3" timber from peak to peak and from end to end to support the roofing and siding (see Photo 11).

A ladder can be located from the landing up into the hole in the walkway. Paint all the timber with Floquil Driftwood and weather with thinners and 'Blackbutt' stain.

*Continued on Page 35, December 1984 issue of Australian Model Railway Magazine.*

## MAILBAG

*Continued from page 18.*

in its cradle and the pickup wipers were forced down so tightly onto the wheels that they cannot turn freely. The middle axle on the pickup bogie is about 0.5mm out in back to back measurement. These are problems I don't think I can fix and thus I will be returning it.

After reading this maybe Mr Brown will have a rethink about his cheaper locos.

*Barry Wood,*
*Concord. 2137.*

## Petrie

*Continued from page 15.*

A four car suburban set was built from Triang clerestory coaches and there are COs (Friedmont kits), H wagons (Econ kits), QLX and ALY vans (SCMRA card kits), a variety of coal wagons using Peco TT underframes, several Triang cross kits and two scratch-built guards vans.

Control is by three reversing H&M controllers driven by a power pack using selenium rectifiers. Each controller has overload indication and a panic 'kill switch' is fitted to the low voltage side of the power pack.

Scenery, at this stage, is basic and is being progressively upgraded. The Pine Rivers theme was aided by an out-of-season purchase of plastic Christmas trees. The small plug-in pieces of foliage were painted a more believable shade of green and planted as pine trees. Two hundred trees do not go very far. Hard shell techniques were used for all non-flat surfaces and the river was poured in gloss urethane varnish into a watertight riverbed.

Stoney Creek has a couple of stagnant pools but it is mainly pebbles and gravel set in 1 of Aquadhere, 2 of water and a drip of detergent. Bullrushes and willow trees will come later as his desire for realism develops.

Petrie was not intended to be anything but a young fellow's model railway. It was designed to mirror the local scene and quickly give him some operation and scenery. A further requirement was scope for simple development of these in the direction he wished. It is believed the aim has been achieved for it has already proved to be an attraction at a few shows. ▪

**A.N. MISCELLANY – 3**
**930 Class on the Standard Gauge**
*by Peter Borough*

The following 930 class Goodwin-Alco locomotives had been transferred from broad to standard gauge operation for Northern Region working by mid-1983:

936, 944, 945, 949, 953, 956, 957, 960, 964. ▪

*The TLV/TLX code of louvre van was very different to other louvre vans, especially in regard to the livery. The standard colour scheme for New South Wales Railway rolling stock was Gunmetal Lacquer, which was a light shade of black, or as some may prefer, a dark shade of white. The vehicles used for transporting tin plate from Port Kembla were given a liberal coating of silver, the other markings being clearly visible in this photograph supplied by Gary Kahler. TLX 29474 complete with NSWR board was photographed at Waterfall in September 1966. Further details on the TLX style of louvre vans can be found in Issue Nos. 117 and 122 of AMRM.*

# REVIEWS

**VR E open wagon kit in HO scale by Broad Gauge Bodies, P.O. Box 137, Daw Park, 5041. Price: $7.85.**

The E wagon is a smooth sided bogie open wagon of similar outline to the later ELX wagons. However they are only 43' in length as against 46' of the ELX. The wagon outwardly resembles two GY wagon bodies joined end to end. The main variation within the class is that some wagons are fitted with a lever handbrake on the end of the wagon, while others have a wheel hand brake on the side. The kit is representative of the style with a lever handbrake on the end.

The kit is supplied in the usual poly bag with card top containing instruction sheet, polyester castings for the wagon sides, ends and floor, wire for the handrails and shunters steps and a complete set of decals.

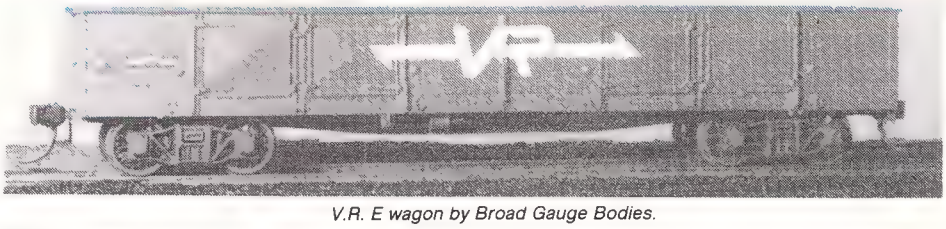
This is a very simple kit to assemble and therefore would be suitable for the beginner or those that have not attempted this type of kit before. The only part of the assembly that required more than the usual clean up with a file was the floor which was found to be too wide. This was remedied by rubbing the floor over a sheet of sandpaper that has been placed flat on the desk top. Equal amounts must be taken from both sides of the floor so that the cast-on bogie pivot points remain central.

Kadee No.5 couplers glue directly onto the floor without the need for any adjustment, while bogies of the archbar or Bettendorf pattern are suitable.

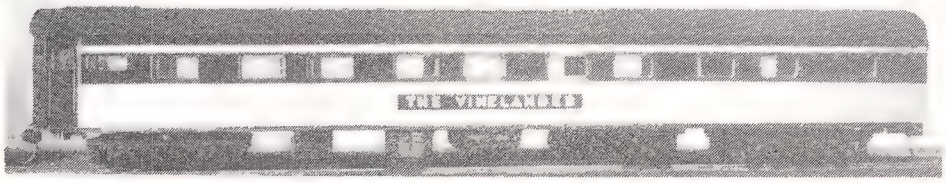
When painted and decaled the wagon looks good with all the prominent features of the prototype faithfully reproduced. All measurements are close to the prototype and certainly well within accepted limits.

Another fine kit from Broad Gauge Models.

*Jim Leppitt*




*V.R. E wagon by Broad Gauge Bodies.*



*Vinelander decals from Broad Gauge Bodies.*

**'The Vinelander' decals in HO scale by Broad Gauge Bodies, P.O. Box 137, Daw Park, S.A. 5041. Price: $2.00.**

In 1972 VR modernised the overnight Melbourne-Mildura train and named it 'The Vinelander'. Four overland sleeping cars were modified and repainted for use on this overnight service and only these cars carry 'The Vinelander' nameboards. These boards are positioned halfway along the length of the cars under the window line.

The decals are supplied on a single sheet and consist of twelve 'The Vinelander' signs packaged in a plastic bag with card top. The lettering on these decals is silver on a dark blue background and is a good representation of the prototype. Overall size appears to be fairly accurate. The decals slide off the backing paper readily and adhere well.

One fault found was that the dark blue background appears to be darker than the commercially available shades of blue paint used by most VR

modellers, i.e. Floquil Dark Blue, Humbrol Midnight Blue. This was quite noticeable once the decal had been placed on a painted Lima car. Adding some black to the blue before painting or weathering the completed car would probably solve this problem.

Overall, another very fine decal from BGB.

*Andrew Barkla*

**Great Western Railway 6600 class 0-6-2T locomotive in 4mm scale by Mainline. Sample supplied by Intoy Projects. Price: $73.90.**

This is the latest addition to the range of GWR models from Mainline. The sample was in GWR unlined green livery but is also available in BR black. Excellent attention to detail and the connecting rods are the slimmest yet seen on a Mainline model. With the finer flanged wheels, it shows how far commercial mass-produced models have come in recent years.

The sample was a little noisy on initial running and resistance controllers have trouble slowing it down.

*Graham Ahern.*

**Rail Motors and XPT's by David Cooke. Published by ARHS, NSW Division, Box E129 PO St. James, 2000. Price: $19.95.**

Rail motors have been in service on the NSWR since 1919, and it is only fitting that the subject be covered in detail, and in the 141 pages David Cooke covers his subject.

For the modeller this is a very interesting book right from the opening chapter which covers the introduction of railmotors in Australia. Despite the very wide coverage this chapter does not cover what could have been the first rail motor built in Australia, that being the Rockdale sewerage Farm railmotor built by the Water Board. (Maybe this is not considered a true railway.) All jokes aside, the book is very interesting and extremely informative.

From railmotor No.1, through the experimental No.2 to the ever popular CPH/CTH combination. The story continues on to another experimental motor, No.38 and then onto the Silver City Comet cars (the motive power of which is classified as a locomotive, but all cars resemble railmotors), then to the 600/660, 620 and 900 series cars and finally onto the Budd cars, the Tulloch cars and the very modern XPT cars. The coverage includes all the associated trailers, liveries and a bonus section of rail buses and the rail/road bus. Special sections detail the motive power mode, bogies, interstate railmotors and a map of NSWR services. The text is interspersed with many superb photographs and lists while a list of liveries is also included as a special chapter.

Coverage of any subject must bring some errors, and it is not the purpose of this review to fault find. However, for modellers there are a few confusing points that must be made clear before application to a model. The most obvious of these is the listing in the Liveries Chapter, under the green and cream listing. While the motors had a green body with cream infill around the windows, the Comet cars had a cream body with green lining. To the historian this may be a minor difference but to the modeller the differance is major. The Comet cars should be listed under Cream and Green, the wording cream leading as it was the major colour. Likewise with the blue and silver listing, as the silver was the major colour the list should have been Silver and Blue.

The book has been written in a style that is delightful and interesting to read. Apart from the many black and white half tones there are a number of colour plates, most of which will be of great help to modellers in painting their models. While these may be some of the highlights of the book, the cover must be the low light. The old saying 'never judge a book by its cover" has to be applied to this book.

The cover may be a bit drab but, for the modeller the contents are very useful and quite important. There is little doubt that the David Cooke's Railmotor book will become the bible on the subject for modellers and as such it is an essential addition to the NSWR modeller's bookshelf.

*Bob Gallagher.*

**Tender into Tank by R.G.Preston. Published by the NSW Rail Transport Museum, PO Box 31, Burwood. 2134. Price: $15.00 (Softcover).**

Long time readers of AMRM will no doubt remember that this reviewer had often extolled the virtues of Ron Preston's book "Tender into Tank". The reason is very simple. As a newcomer to the NSWR scene in the late 1960s, finding information on the NSW system was difficult. Despite the existence of historical and enthusiast societies, information on the system was scarce. There were plenty of photographs of engines, but as most modellers are aware engines are that colourless object on the front of a train, but then in 1970 along came 'Tender into Tank'. This was a delightfull book that, while covering the subject of tender supplied locomotives changing into tank locos, dwelt in depth with the NSWR system.

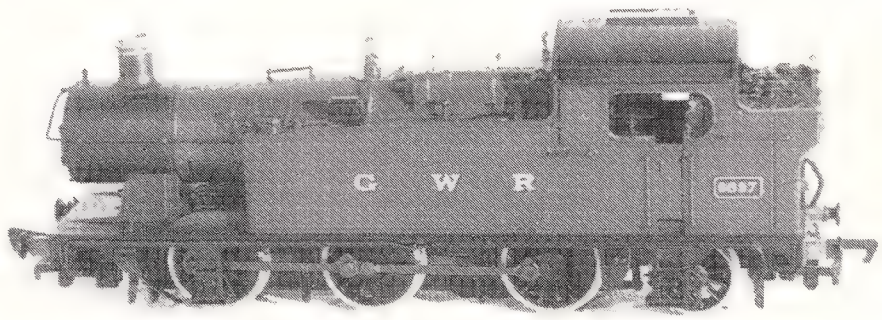
The atmosphere of the steam era on branch lines was clearly illustrated as the author took the reader on the journeys of his youth. The text was profusely illustrated with photographs, of locomotives yes, but also of wagons, scenery and structures. It was not just a collection of photographs interspersed with text as most railway books seem to be, but it was a coverage of a subject, compiled in such a way that the reader was informed and his interest titilated. The word 'delightful' comes to mind as a single word to describe the book, and for this modeller it was the means by which railways were cemented as an interest.

The original hard cover book has been out of print for many years, and the new edition is in new format and has a soft cover. While the 208 pages include a reprint of the original book the text has been updated where possible and many extra photographs included. Despite this tampering, the book still retains the delightful readability of the original publication.

If you are interested in real trains, the ones which work the branches carrying passengers and goods over difficult terrain, this is the book for you. If, however, your interest lies in extra fast, multicoloured, artificially fuelled machinery, this book is still for you, for it will no doubt convert your thoughts to include the real period of the NSWR.

To conclude, essential reading for anyone interested in the NSWR.

*Bob Gallagher.*




*G.W.R. 6600 class 0-6-2T in OO scale by Mainline.*

**Victorian Railways X class steam locomotive in HO scale by Samhongsa. Imported by Broad Gauge Models, PO Box 136, Boronia, 3155. Price: $440.00.**

The 29 members of the X class were built by Newport Workshops of the Victorian Railways for heavy mainline freight services. When the first entered service in 1929 they were the most powerful freight locos on that system. All but one of the class were fitted with a booster engine on the loco's trailing truck which provided an extra 9000 lb tractive effort. They were capable of conversion to standard gauge.

The locos had a good reputation for hard work but the coming of the diesels quickly made inroads into their spheres of operation and the last X class was withdrawn in 1961.

The model is a highly detailed and accurate effort which again shows the high standard of workmanship of Samhongsa. It conveys well the massive proportions of the prototype and the trailing truck booster equipment creates rather more external pipework than is usually seen on an Australian loco.

I was particularly impressed by the way the mass of pipework is so well reproduced in varying thicknesses of wire. Naturally there is full cab detail but tanks etc. can also be seen between the frames of the loco. The tender has fine rivet detail but, being a coal burner, the tender looks somewhat bare compared to the loco.

The model is fitted with large can motor and idler gearbox drive system and an excellent haulage capability was demonstrated. However, it was necessary to apply some insulating material around the trailing truck to overcome shorting out but painting will probably help in this regard.

The track record of this model is very impressive. It has a top speed of 140 kph (87 mph) and a crawling speed of 1.2 kph (0.8 mph). At all speeds the performance of the mechanism was very smooth. It has a drawbar pull of 60 gram, which when applied to Lima passenger cars allowed it to haul 12 on the flat and 11 up a 1 in 30 grade. It easily traversed No.4 pointwork.

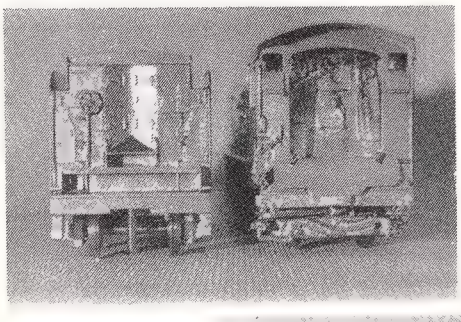
This model is certainly amongst the best brass models of Australian prototype we have seen and is quite possibly the best yet.

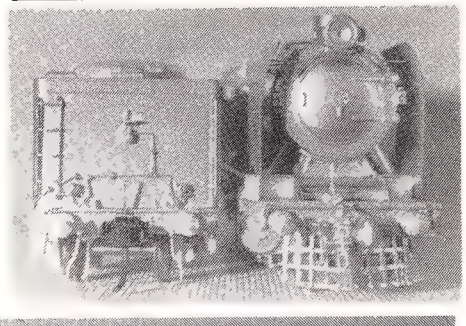
*Graham Ahern*

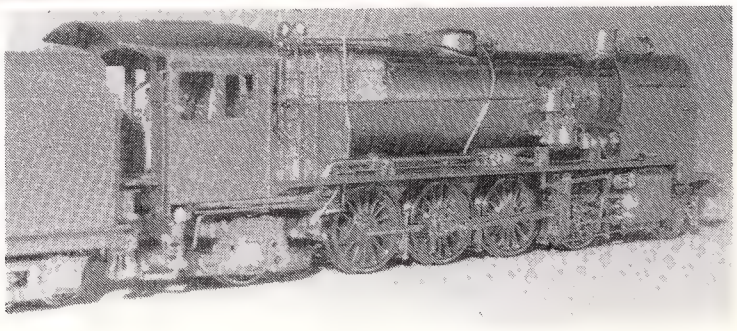
**DID YOU KNOW?**

That to file brass satisfactorily you need a sharp file? If you can, keep one or two files specially for your brass work and don't use them for anything else till they start to slip a bit, then put then into general use and get some new ones for the brass work.

*Gordon Duncan.*



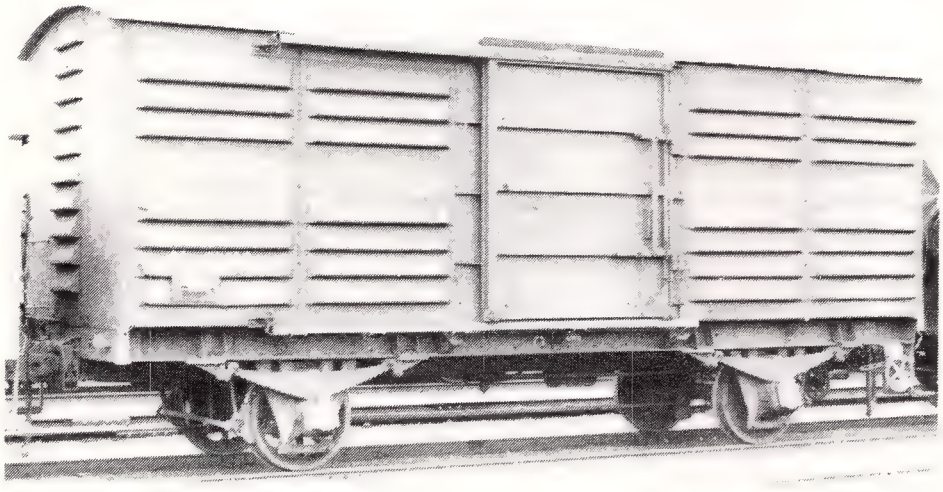




*V.R. X class by Samhongsa (Imported by Broad Gauge Models). More photos of this fine model can be found on page 61 of the June 1984 issue.*

# VICTORIAN RAILWAYS LOUVRE VAN U961

**by P.T. Ennis**



To make U961 in N scale the following will be required:

- Fybren VLCX Louvre Van Kit
- Roco underframe (No.2311) or similar that shortens to 15' axle centres
- Styrene sheet, 0.010", 0.020"
- 2.5mm balsa
- Usual modeller's tools.

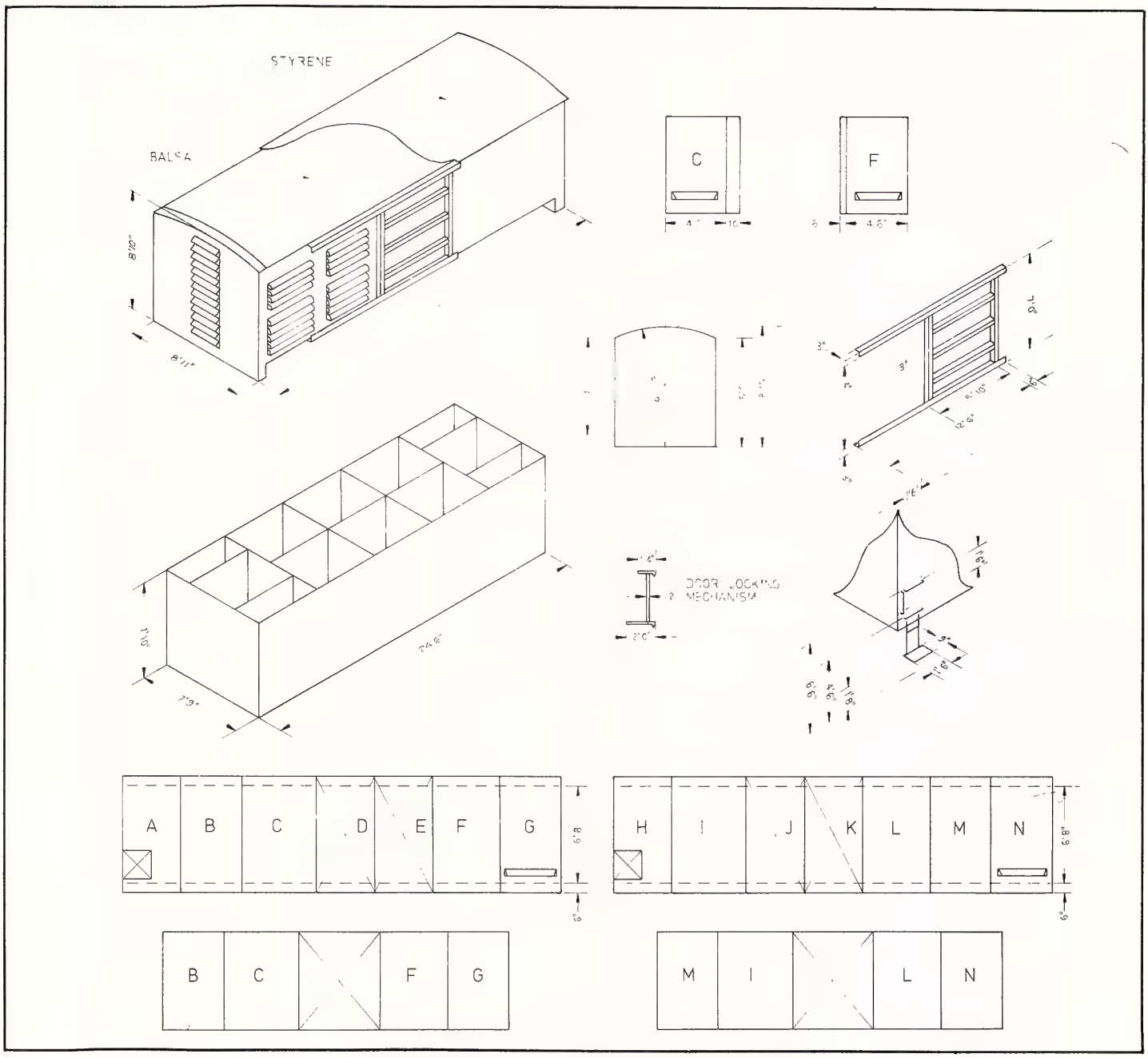
Before chopping into the Fybren VLX kit components, from the styrene sheet, fabricate the inner box to the dimensions shown in Fig.1.

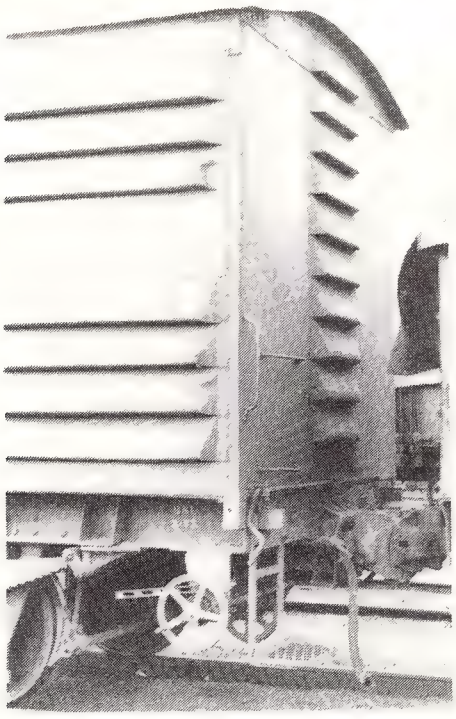
Using a soft lead pencil and refering to Fig.2 mark the side panel sections as per Fig.2. The guide for each side is the code panel. Kitbashing can now commence.

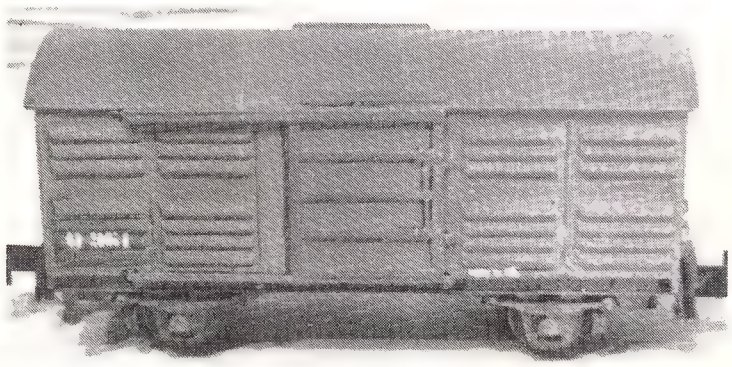
## BODY

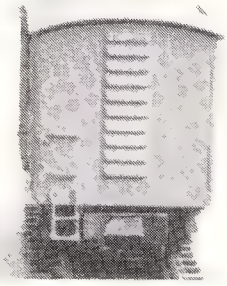
### Ends

**1.** Remove the ends from the sprue and file off all detail except the ten central louvres.









**2.** Measure 1'6" from the lower louvre, scribe and file to line to form new base. (Fig.3.)
**3.** Shape the roof to the new radii, checking centre height and side dimensions as you proceed.
**4.** Mark the centre on the inside edge of the ends and base of the form box. Glue the ends on, noting that the ends protrude 3" either side and 10" below the base of the form box.

**Sides**

The next part of the exersize is to cut out the various sections from the sides of the VLX. Unless otherwise stated all sections are separated by cutting between the 'U' chanel with a razor saw and filing to size. After separating each section, file off all exterior detail except louvres.
**5.** Scribe a line on panels B, C, F and G 6" below lower louvre and 6'8" above.
**6.** Form panels B and G to 7'2" high and 4'6" wide. The outer edges that meet the wagon ends when glued to the formed box shall have to be relieved slightly as the ends protrude. Refer to Step 4.
**7.** Remove panel C by cutting as close to the door as possible and file to 7'2" x 5'6", see Fig.4.
**8.** Remove panel F cutting as close to the door as possible and file to 7'2" x 5', see Fig.5.
**9.** Glue panels to form box.
**10.** Refer to Step 5 and scribe lines on panels I, L, M and N.
**11.** Remove panels M and N, file to 7'2" x 4'6". Before gluing to the form box the ends will have to be modified as per Step 6.
**12.** Remove panel I, file to 7'2" x 5'6". Refer to Fig.4.
**13.** Remove panel L, file to 7'2" x 5'. Refer to Fig.5.
**14.** Glue panels to form box.
**15.** The side panels glued to the form box leave a space 6 scale feet long and 0.050" deep. Fill this space with styrene.
**16.** Add weights to the wagon and secure to prevent movement.

**The Roof**

**17.** Glue a piece of balsa in the roof section and shape to the roof profile 8'10" radius.
**18.** Cut the roof out of 0.010" styrene to 27' x 11'. To help form the curve in the roof, roll the flat sheet around a pencil.
**19.** Glue the roof in place with an even overhang on sides and ends. Hold the roof in place with a rubber band and a piece of balsa to spread the tension.
**20.** When dry (24 hours) file overhang back to 5" at the ends and 3" along the sides.

**Underframe**

**22.** Fit an underframe of your choice. I used Roco No.2311 modified as per page 28 of the April 1983 issue of AMRM. Briefly, remove the inside brake shoes, hangers and shunter's steps. Cut enough material from the centre section so that when rejoined the axles are 15' apart. Remove the complete coupler housing and trim the solebar so that the underframe fits within the ends of the wagon and glue in place. Refit the coupler housing back in place and glue, checking the coupler is free to move and is as close to the wagon body as possible. For Kadees, more than likely you will use a Peco underframe and suitably modify the wagon ends.

**Doors**

To construct the doors in N scale, I decided to dispense with some of the detail as for me they are too finely featured to construct. My doors are fixed shut.
**23.** Cut out the two doors from 0.010" styrene. For the T sectional ribbing I cut 0.010" styrene into 3" strips and glued these straight onto the doors. Not exactly a T section but satisfactory for N scale.
**24.** Make up the locking mechanism from art paper or 0.005" styrene if you wish.
**25.** Fix the doors to the sides of the wagon, noting that they are 6" off centre to the right when viewed from the side.
**26.** Glue on the door runners.

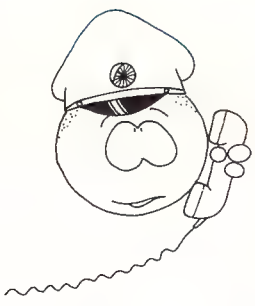
That completes the conversion and you can complete the wagon detail as much as you wish. The basic minimum for VR wagons are shunter's steps, handrails, hand brake and air reservoir.

Paint the wagon Russet Red, decal and hopefully you will have a new serviceable U van.

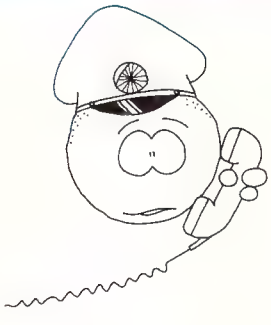
If you let your imagination take charge, and as this was an experimental explosives van, perhaps you could paint it red and letter it for explosives traffic similar to the P vans (AMRM May/June 1978). ▪

*Prototype photographs by Peter Vincent.*

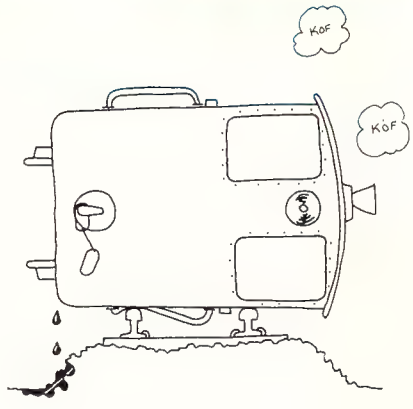
## THE GOOSE BUM LINE by Stein

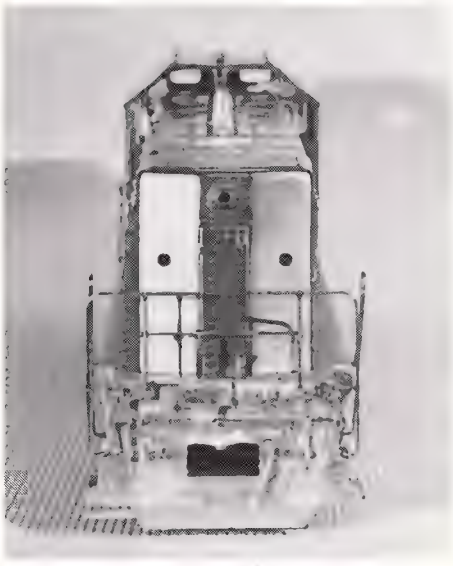


*"First, question Herr Director . . . ."*

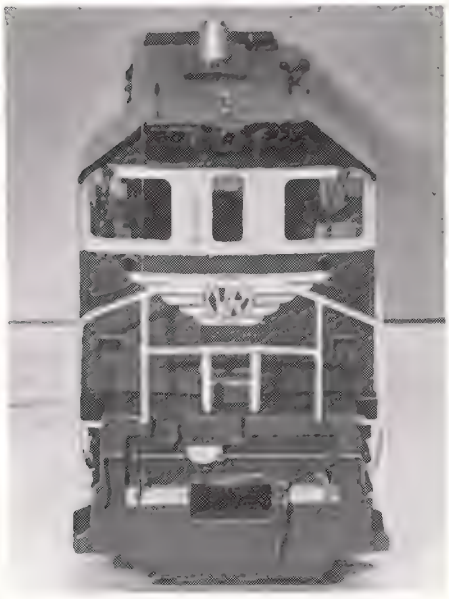


*"You haf goot breakfast zis morning?"*

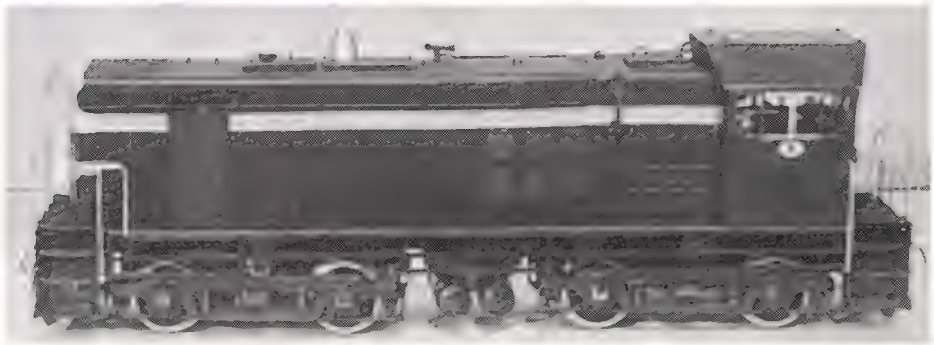




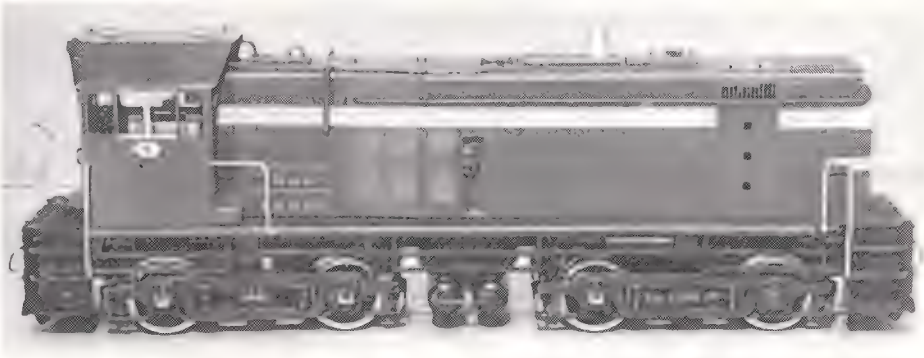
Y class – unpainted



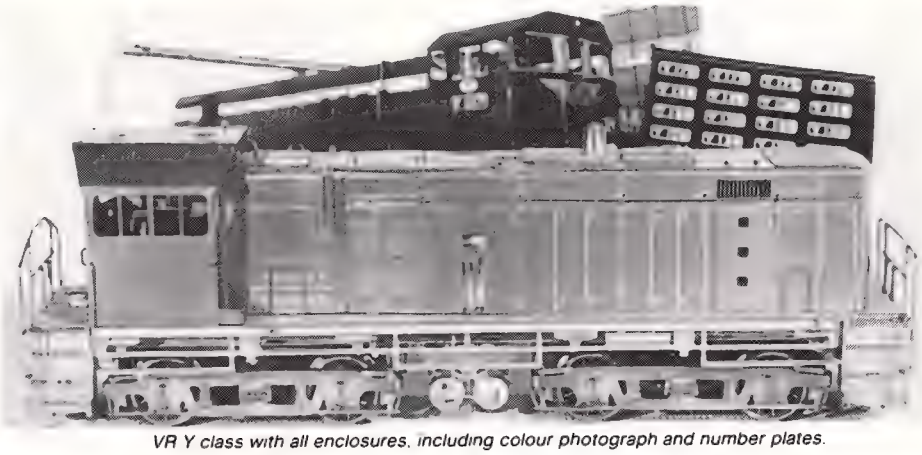
Y class – painted.



The latest release by Broad Gauge Models from the Korean factory of Samhongsa is the HO scale VR Y class diesel. Typical of this manufacturer, the model is constructed from etchings and castings. The highlight of the model is the well formed castings and overall assembly. The model was also available painted and these models displayed an excellent finish although some of the linework decals were a shade thin and the base colour showed through. The model ran very smoothly up to a speed of 113kph (70mph) and down to a slow 2kph (1.3mph). It has a drawbar pull of gram.

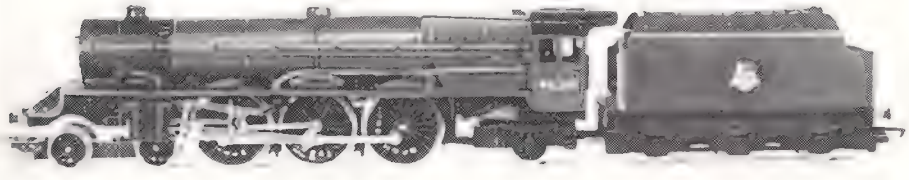


VR Y class, the painted version.



VR Y class with all enclosures, including colour photograph and number plates.

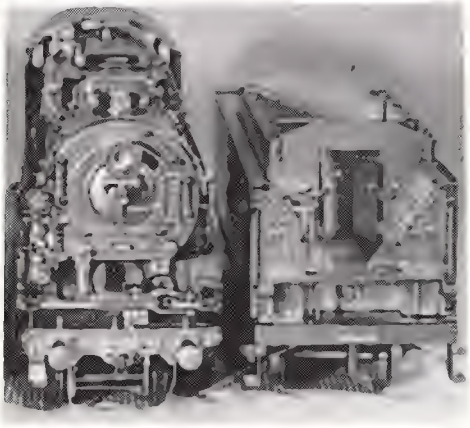
A new release from Hornby is the LNER Class A4 'Mallard' (R404) in its preserved (Royal Blue) livery with deep crimson wheel spokes. The cab is glazed, front and side and the boiler face detail picked out in brass. Decalling is superb, including shadowing on the numerals. The power plant, the latest Hornby Ringfield motor, is enclosed in the tender and powers the leading two of three axles, the trailing axle being pivoted and attached to the coupler. Two of the driven wheels are fitted with rubber tyres. Included with the model is a detailing pack which includes driver and fireman figures, coal irons, hand lantens, hammers and vacuum pipes. A very detailed maintenace manual accompanies the model.



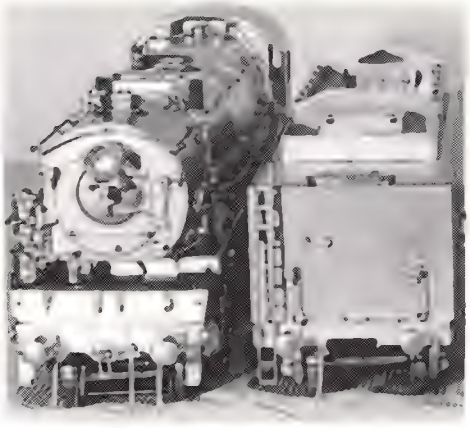
Hornby have recently released R.080 a British Rail Class 8P 4-6-2 locomotive 46201, named 'Princess Elizabeth'. Powered from the six wheel tender, the model exemplifies the high standard of detail and painting that Hornby have built up to over recent years. The OO scale model includes a crew detailing pack.

Red Heart release their prints on different types of T shirts. The above is a quality Nile brand collared style and is known as a sports shirt, retailing for $12.50. The shirt is white with dark blue collar and sleeve trim. The 250 class railcar is small in size and positioned high on the left.

*The latest offering from Samhongsa of Korea from the Berg's Hobbies stable is the NSWR D57 and D58 4-8-4 Mountain class locomotives. While both classes are mechanically similar, there are some cosmetic differences with the D58 class. The most obvious of these being the side valance, the covered third cylinder valve gear and the valve gear. The models portray the high standard of manufacture expected from this manufacturer and the scope of detail is excellent. This detail includes cab detail and the third cylinder crank on the second driving axle. A highlight on the D57 is the working third cylinder valve gear. The models are quite powerful, having a draw bar pull of 75 gram. The top speed is 118kph (73mph) while the crawling speed is 3.4kph (2mph).*

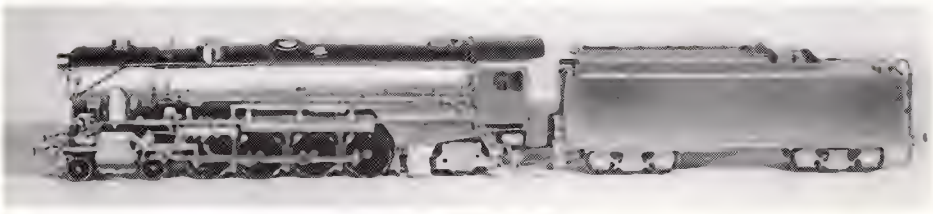


*NSWR D57*



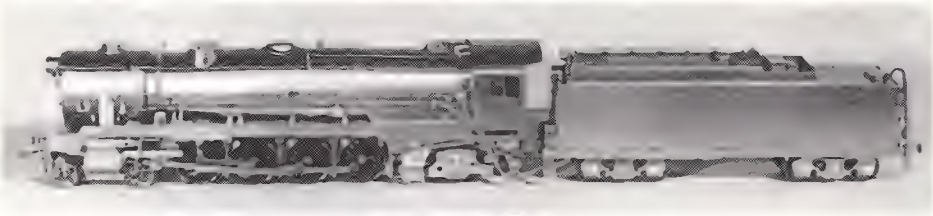
*NSWR D58*

*Red Heart have released the 250 class bluebird railcars as either S.A.R. or Australian National ownership. The above is neatly reproduced on a white round neck T shirt. The larger sized shirts retail for $6.95 each plus postage.*

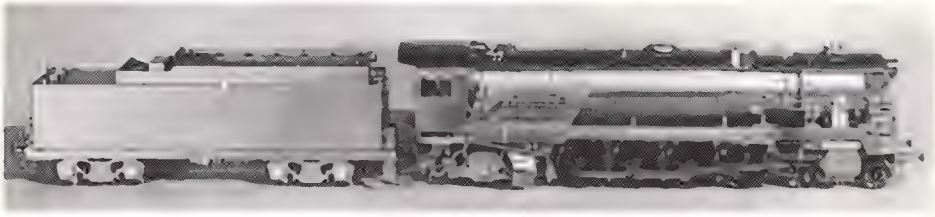


*NSWR D57 driver's side*

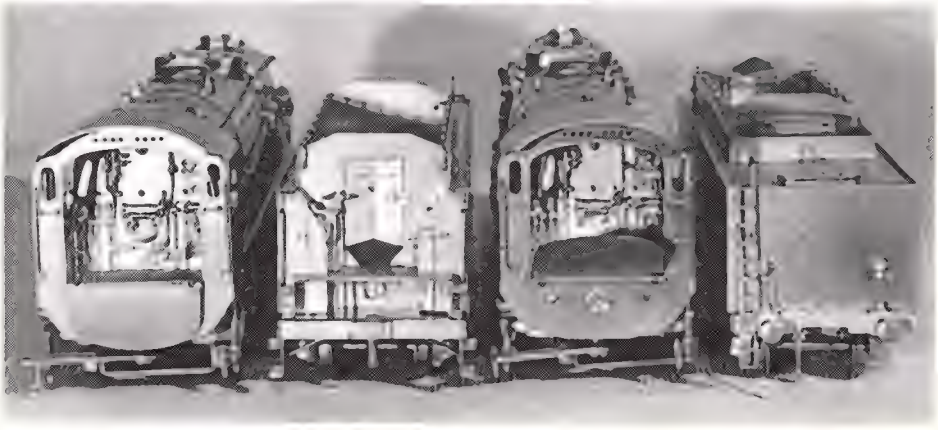
*NSWR D57 fireman's side*



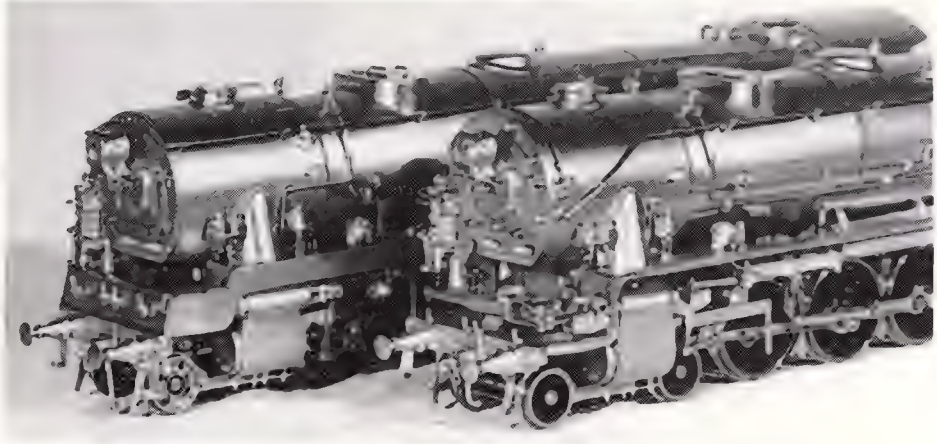
*NSWR D58 driver's side*



*NSWR D58 fireman's side*



*Cabside on the Mountains. Note the opening for the coal screw on the tender and loco.*

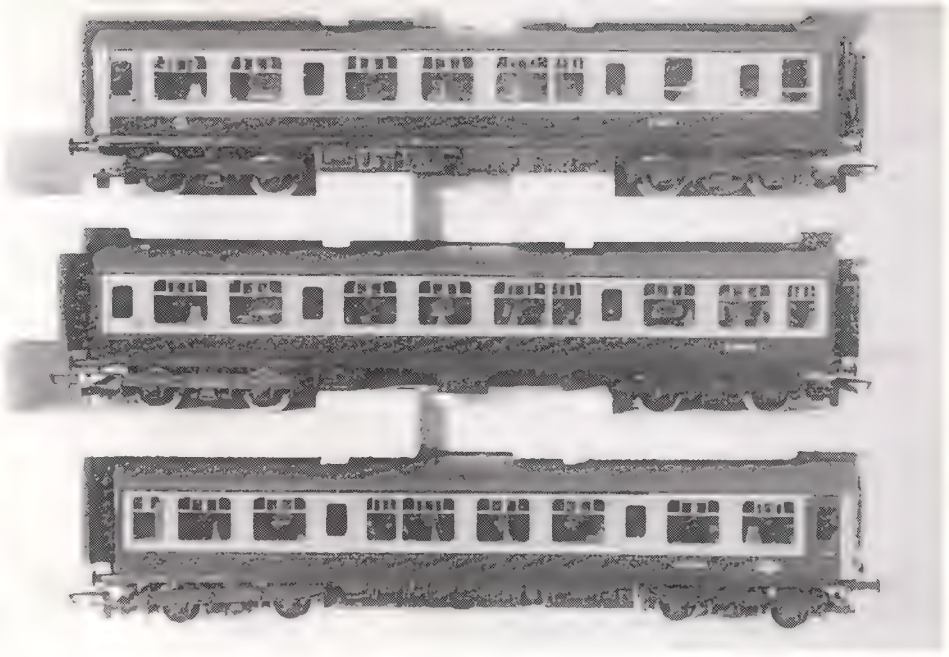


*Spot the differences between the D58 and the D57, the latter in the foreground.*

## PUBLICATIONS

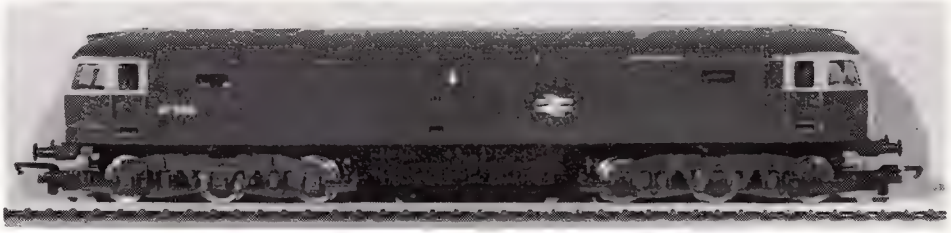
RAILWAYS of the CANBERRA and MONARO DISTRICTS by H.J.W.Stokes, published by the A.C.T. Division of the ARHS. This delightful 68 page book officially does as the title says — it covers the history and the railways of the Canberra and Monaro Districts. But for the modeller with a keen eye this book is a gold mine. Photographs of cream and green 'Tin Hares', multitudes of steam engines (back to 1210 into Canberra), station buildings and railway structures. Special photos include the 'Ned Kelly' film specials, the Amiens Railway gun, Captains Flat's last train, 'Silver City Comet' into Canberra, and vehicles in the Canberra rail museum. For followers of the Alco DL531 story in AMRM there are a couple of photos of 48s with the tapered exhaust stacks. The book is rounded off with three pages of track diagrams which are of interest, especially if layout planning is on the menu. This one should not be missed, and let's hope that Mr. Stokes puts pen and camera to paper again. Priced at $7.95.

BRITISH STEAM PORTFOLIO by W. Brian Alexander. Published by Railmac Publications. This 30 page booklet is a photographic essay on the demise of steam in Britain. As with most publications of this type the locomotive is the prime subject matter, although some illustrations do stray and show some other rail vehicles and surrounding scenery. Priced at $2.95.

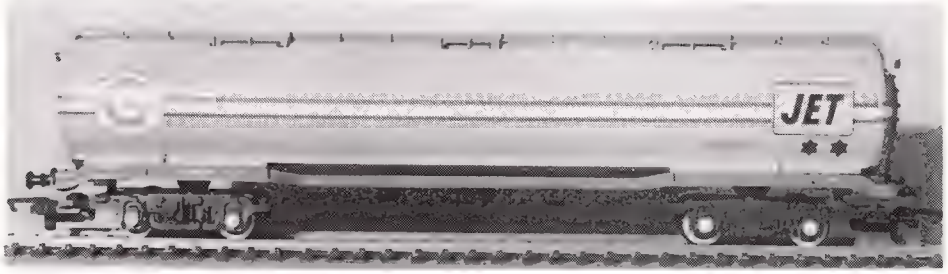


*When first released the Hornby Hobbies Diesel Multiple Units made a solid impact on the hobby. Hornby made the best of this popularity by releasing the cars in different liveries. This set (R403) is packaged as a set, see below, which includes the usual informative maintence instructions and a set of three destination boards. The livery applied to the Class 110 cars is grey/blue, the cab front being yellow. This livery was spotted in the Yorkshire/Lancashire area at the same time as the white and blue livery. It is a most impressive unit — very fine detail, part open windows, three dimensional motor detail, exhaust piping, windcreen wipers and corridor connections. One driver car is powered by the latest Ringfield motor, two of the driven wheels having rubber tyres. Australian release date and price has not been advised.*

*Front view of Hornby Class 47.*



*The BR Class 47 is not a new model by Hornby but it is quite some time since it was released without a name. In the basic blue livery the model (R404) is detailed with the BR emblem, the overhead electric wire warning notice and road number, all being applied by silk screening. The detail moulded on the model includes door knobs, windscreen wipers and fuel filler cap while two axles of one bogie are powered by the latest Ringfield motor. Two of the powered wheels are fitted with rubber tyres.*




*The Jet/Conoco 100 ton tanker (R144) is a new release by Hornby Railways, well in this livery at least. The repaint has been superbly applied right down to the superfine lettering on the tanker. Release date and Australian price has not been advised.*

## PUBLICATIONS

MELBOURNE PRIVATE BUS FLEETS Vol. 1 by Bruce Tilly, published by Railmac Publications. This is another booklet in the Bus Fleets series and this is restricted to some of the buses in service in Melbourne. The usual format of a black and white photograph along with details of each individual vehicle is closely followed. The book is capped off with a number of additional photographs on the subject. Priced at $4.95.

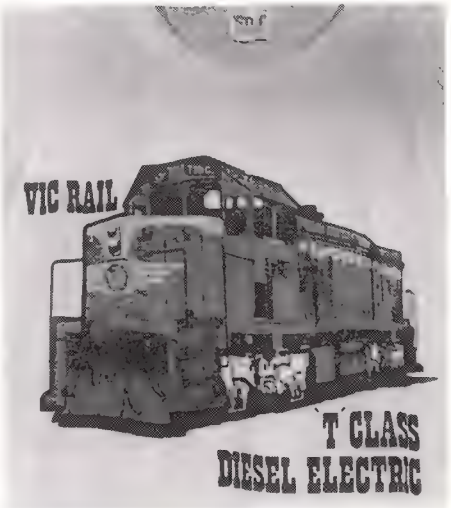
NEW ZEALAND SUPERBUS by David and Trevor Jones. Published by Southern Press and available from ARHS Bookshop, PO Box E129, St James, 2000. Subtitles 'An Outline of Three Axle Buses' this 40 page booklet delves back to the 1920s and details the three axle bus in New Zealand, including the trolley bus. The first few pages are dedicated to historical detail and the remained to numerous photographs on the subject. Modellers looking for ancilary road vehicles may find this book of help. Priced at $4.95.

STEAM AROUND ADELAIDE by Steve McNicol, Published by Railmac Publications. This delightful 52 page booklet is a photo essay of the steam locomotive in Adelaide. Modellers can be quickly informed of the many classes of locos used in South Australia. Some of the photos are excellent illustrations of the big SAR beasts in action while others detail scenes that will be helpful to the modeller. Priced at $4.95.

RAILWAYS AND BUSES OF CHESTER by Steve McNicol, published by Railmac Publications. If nothing else, this 24 page booklet proves that the author has travelled, and that road and rail transport are among his interests. Fortunately, those of us who are chained to a chair can benefit from his travels. Chester, in the UK, was serviced by the Great Western and the London and North Western but these days British Rail reigns supreme. Class 47s, 45s, 40s, 08s, 25s and diesel multiple units make up the rail scene, while Leylands, Daimlers and Dennises make up the bus fleet. The railway scenes are not dedicated to a three-quarter view of the loco, so the booklet will be a real help to modellers of the modern day British scene. Priced at $2.95.

TRAM TO WARBURTON by Jillienne and Arthur Winzenried, published by A.P.W. Productions. Warburton, east of Melbourne, is timber country, and this 24 page booklet details the history of the area, the industry and the railways that moved the timber from the mill to the rail sidings. The text is illustrated with a map and black and white photographs. This is a delightful book that would be a help to anyone who is keen on modelling a bush tramway. Priced at $2.45.

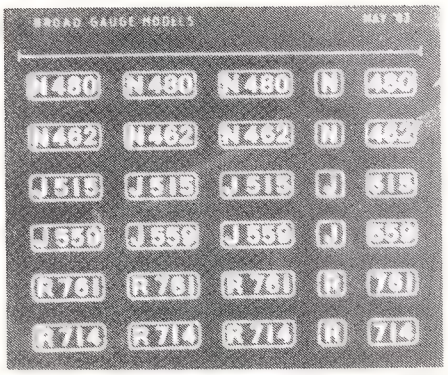
A GAZETEER OF ILLAWARRA STEAM LOCOMOTIVES by Ken McCarthy. Published by the Australian Railway Historical Society (N.S.W. Division), Box E129 P.O., St James, 2000. The old saying "Never judge a book by its cover" should be applied to this




*Vic Rails' T class on a Red Heart Souvenir T shirt — a recent release. The blue and yellow livery is nicely reproduced.*

publication. A plain white cover – with simple black lettering, just like the house brands in supermarkets. But inside is a wealth of information for the modeller and the railway historian. Each steam loco, known to be used in the NSW Illawarra district, for whatever reason is listed, along with a photograph and a brief listing of its history (complete with reference). Although some of the illustrations are very old, they have not suffered due to reproduction problems. The book is completed with maps of the railways in the district. Although very simple methods have been used to produce this book it will no doubt be one of the most valuable publications for the railway modeller and historian. Priced at $14.95.

*Red Heart Souvenirs have released another cap, this time with the South Australian Railways 250 class Bluebird railcar as a motif. The cap is blue and white in colour, made from nylon and polyester. There are two netting panels for ventilation and an adjustable head size strap. The caps retail for $4.95.*




*VR Loco numbers in HO scale by Broad Gauge Models. These are photographic reproductions and are loco class and road numbers for the N, J and R class steam locomotives. The above (over size) photo illustrates the individual numbers supplied. Application is by the cut and glue method. A brief information leaflet indicating prototype detail accompanies each poly bag, card top pack.*

**NSW VEHICLE COUNTDOWN — 33**

In 1960 the NSWGR had 500 'G' type open wagons in traffic. By 1978 the code had become redundant owing to condemnations of some vehicles and the reclassification of the remainder.

*Paul Rogers*

## MARKET PLACE

Continued from page 62

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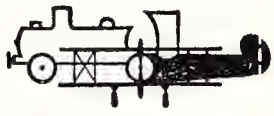

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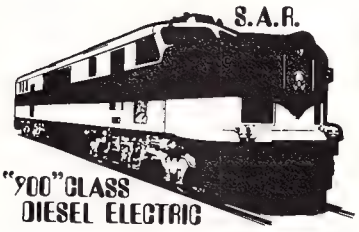


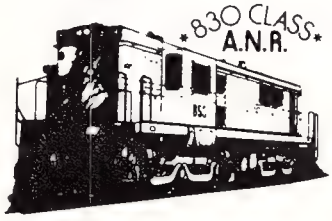

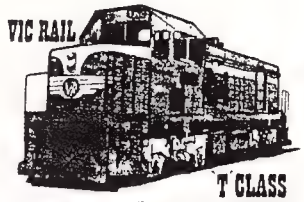

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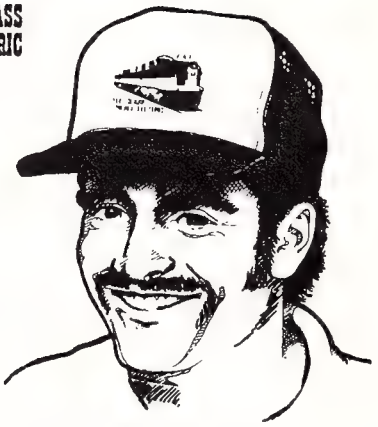

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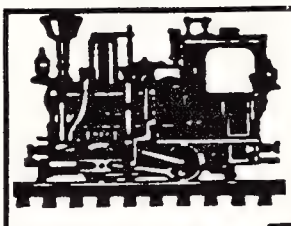

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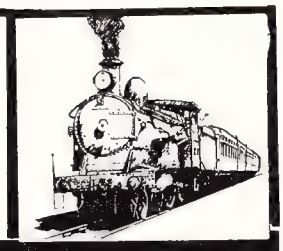

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| Shell Oil tanker and trailer | 7.95 |
| IPEC semi trailer | 7.95 |
| Flatbed semi trailer w/2 contnrs | 7.95 |
| Mercedes cement truck | 4.95 |

| WIKING VEHICLES MODERN | $ c |
|---|---|
| E Type Jaguar | 2.40 |
| VW 1600 Superbug L | 2.40 |
| VW Cabriolet | 2.40 |
| VW Dune Buggy | 2.40 |
| VW Golf 2 door | 2.40 |
| VW Golf 4 door | 2.40 |
| VW Passatt | 2.40 |
| Land Rover | 2.40 |
| Audi 100 | 2.40 |
| NSU R80 | 2.40 |
| Mercedes 350 SL | 2.40 |
| Mercedes 450 SE | 2.40 |
| Porsche 911 | 2.40 |
| Ford Capri | 2.40 |
| Volvo 264 | 2.40 |
| Small caravan | 3.00 |
| Large caravan | 3.25 |

| HELJAN BUILDINGS | |
|---|---|
| Two Brothers Restaurant | 21.95 |
| 1900s brick store front | 21.35 |
| Fire station | 19.95 |
| Two stall engine shed | 27.95 |

| POLA HOUSES AND BUILDINGS | |
|---|---|
| 153 Building under construction | 22.50 |
| 170 Nick's Pickles w/interior details | 22.50 |
| 172 Pete's Meats w/interior details | 22.50 |
| 370 Crown Pickle Works | 15.75 |
| 523 Small house w/pool | 5.10 |
| 524 Small house w/garage | 5.10 |
| 525 Large house w/garage | 6.05 |
| 557 Large brick goods shed | 17.05 |
| 568 Esso garage | 9.10 |
| 626 Small house w/chimney | 4.30 |
| 802 Small goods shed | 6.80 |

| LIFE LIKE BUILDINGS | |
|---|---|
| Plumbing Supply | 6.50 |
| Belvedere Hotel | 8.35 |
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| MAGNUSSON MODELS BUILDINGS | $ c |
|---|---|
| Don's Shoe Store | 15.20 |
| Gemini Building | 15.20 |
| Bill's Glass Shop | 15.20 |
| Leviathan Manufacturing Co. | 15.20 |
| Practice Kit Store | 15.20 |
| Post Office and Print Shop | 16.90 |
| Merchants Row 1 (five buildings) | 67.90 |
| Merchants Row 2 (3 buildings) | 67.90 |
| Victoria Falls Hotel | 62.80 |
| Rick's Place | 40.70 |

**NEWS BITS**
*Further stocks have just arrived of Scalecoat Paint Remover (suitable for plastics) at $11.80 a 16oz bottle, Solvaset at $4.00 a bottle and General Metal HO Scale Rulesat $7.65 each. As well we have good supplies of Kadee No. 5s at 10 packs for $40 and all the MDC range of bogies including Archbar at $2.35 per pair. Ken Kidder passenger car diaphragms have arrived again at $2.05 per pair. These really look good between the Lima ANR cars. A further limited stock of Walthers 1985 HO Catalogues should arrive within the next month, still at $14.95. Don't be disappointed, order now.*

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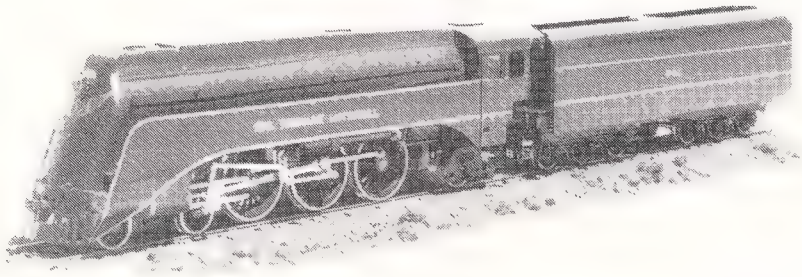

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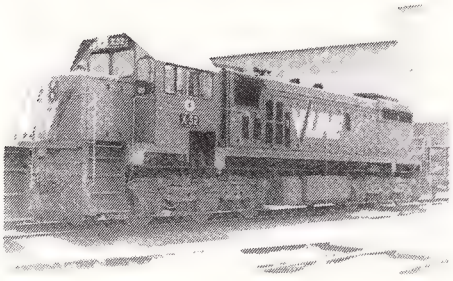

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As Built 1969 – 70.

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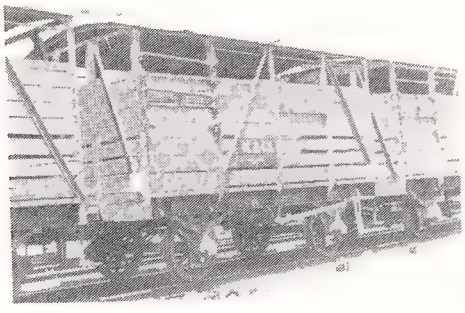

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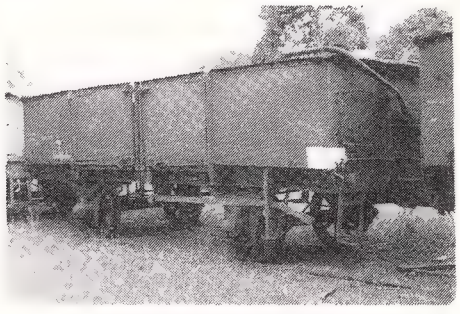

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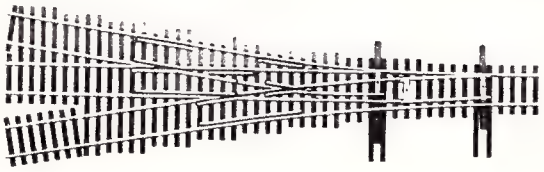

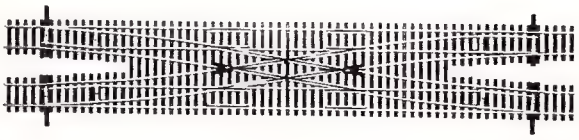

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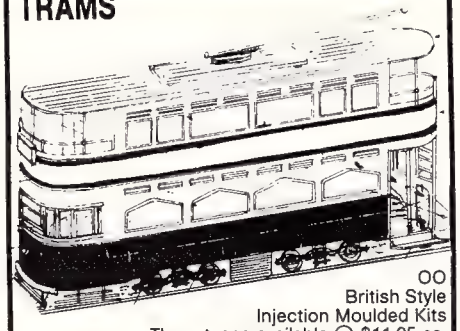

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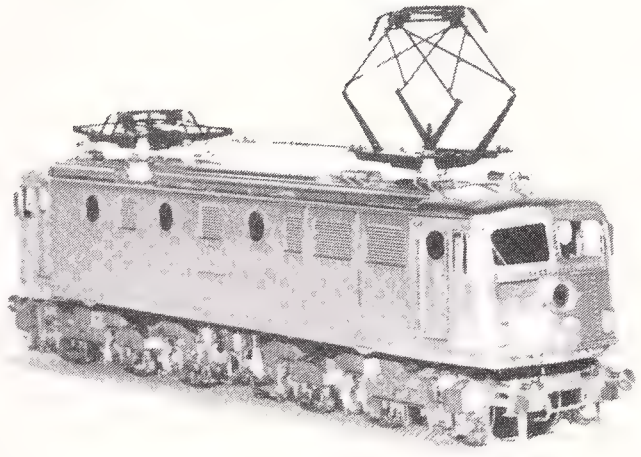

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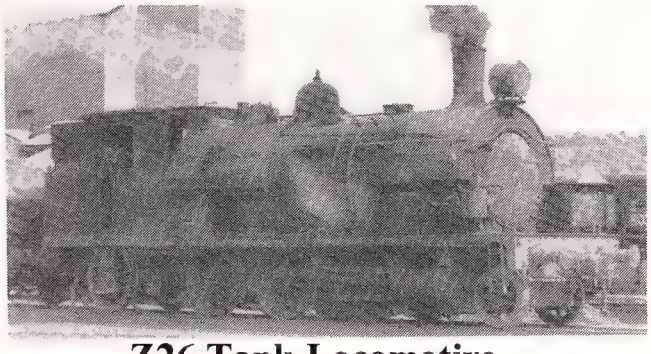
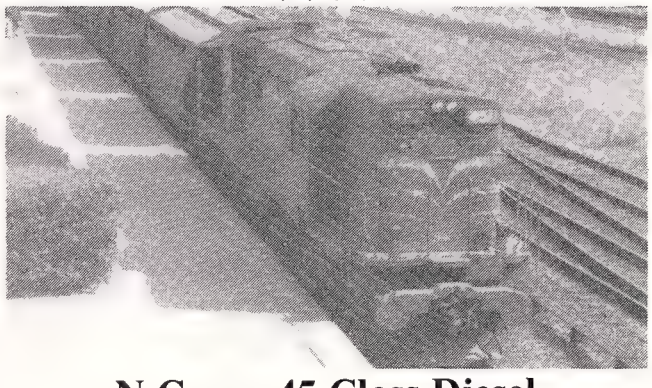


**Z26 Tank Locomotive.**
This model is projected for May/June 1985.
Price not yet available.

* * * *



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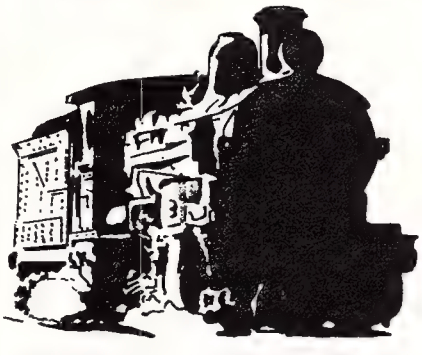

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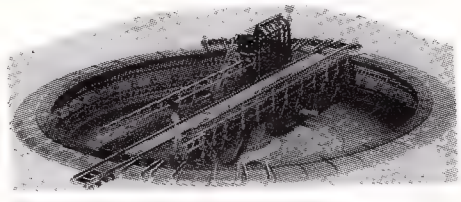

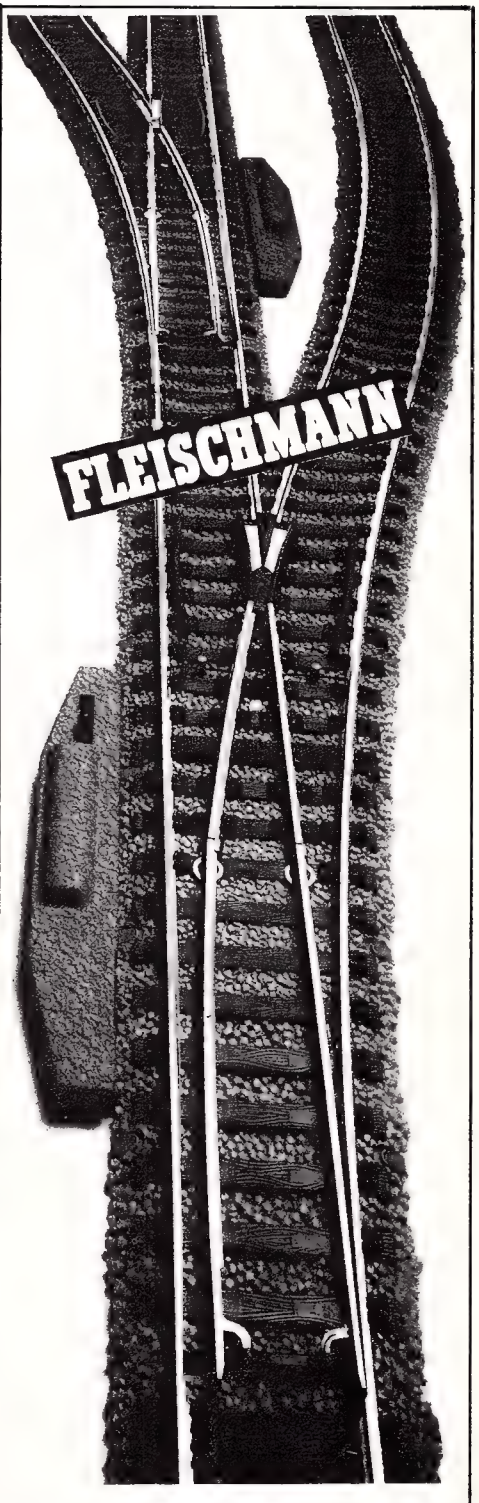


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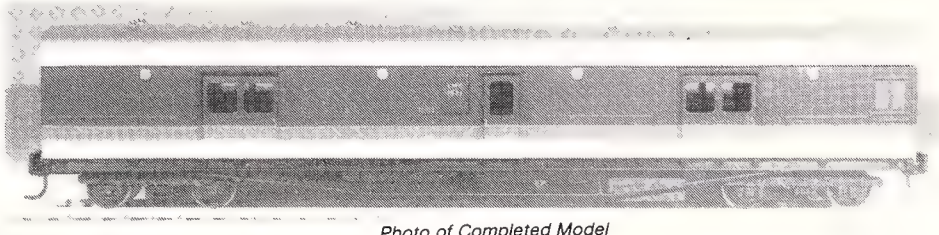

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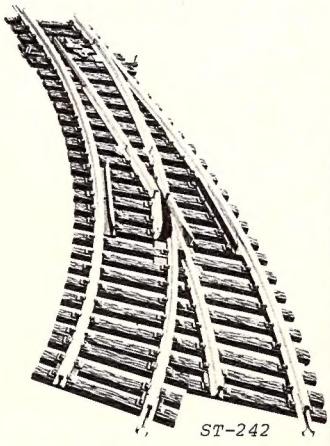

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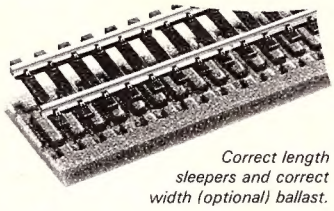
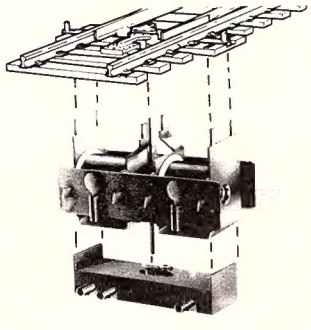


*Correct length sleepers and correct width (optional) ballast.*



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